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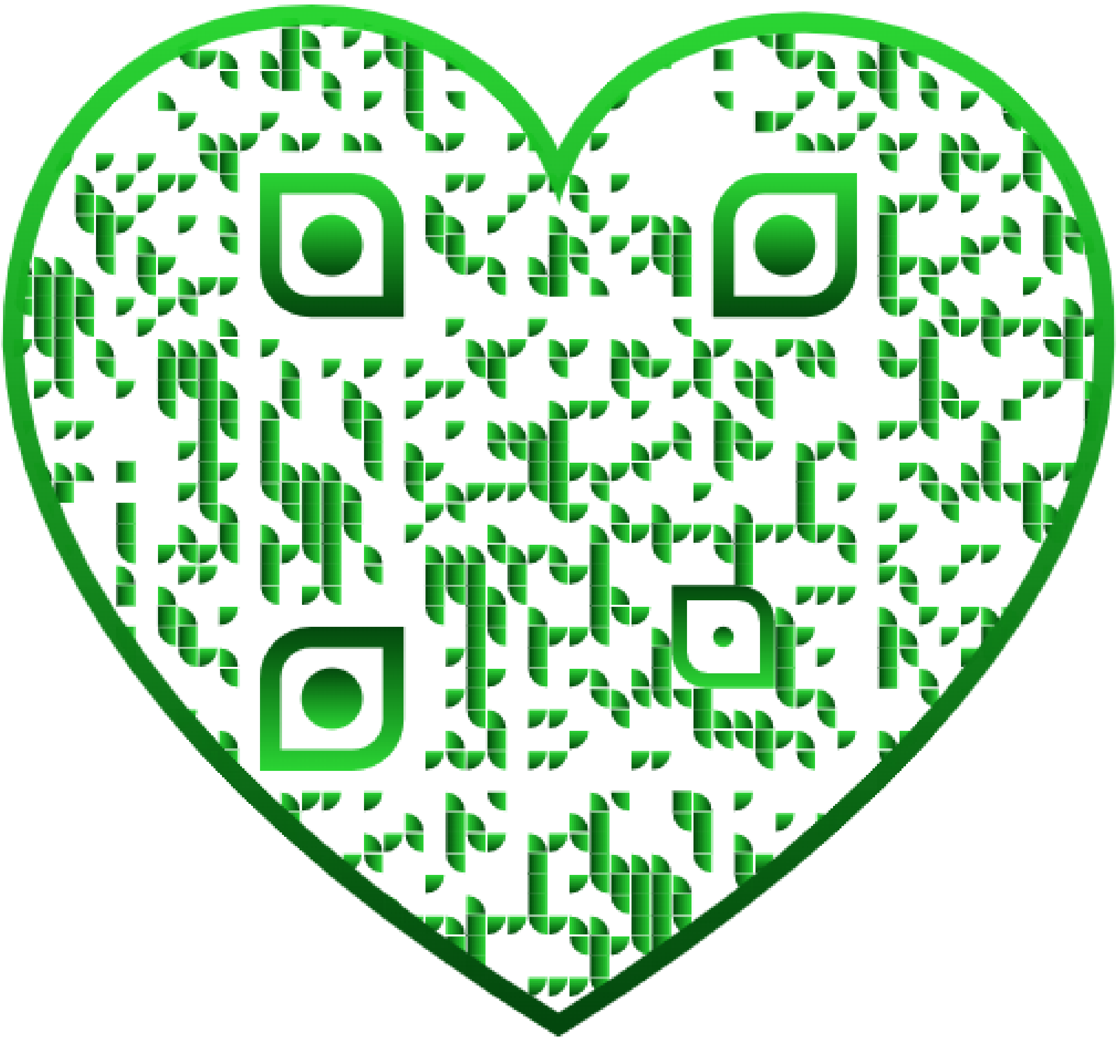

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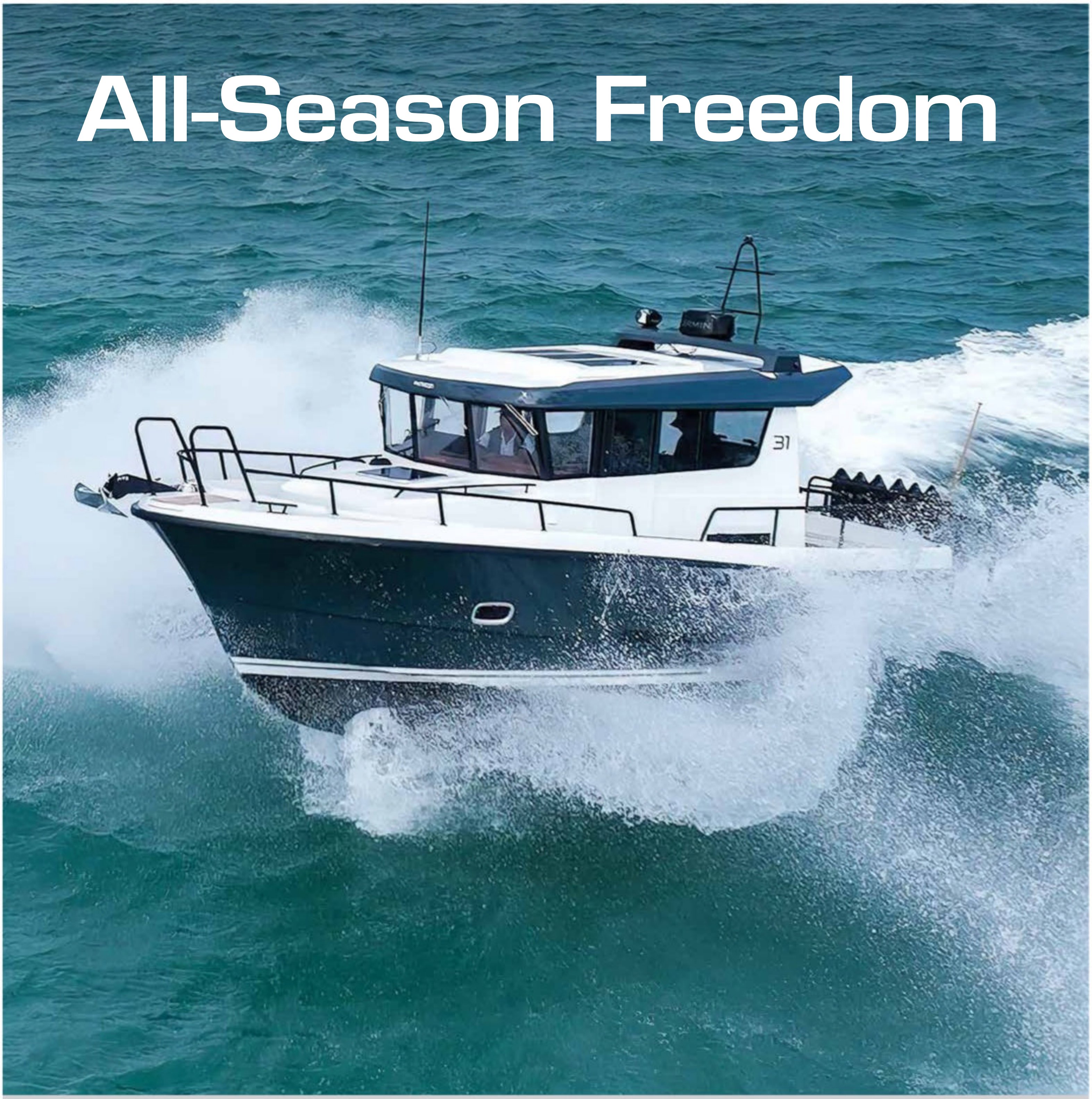
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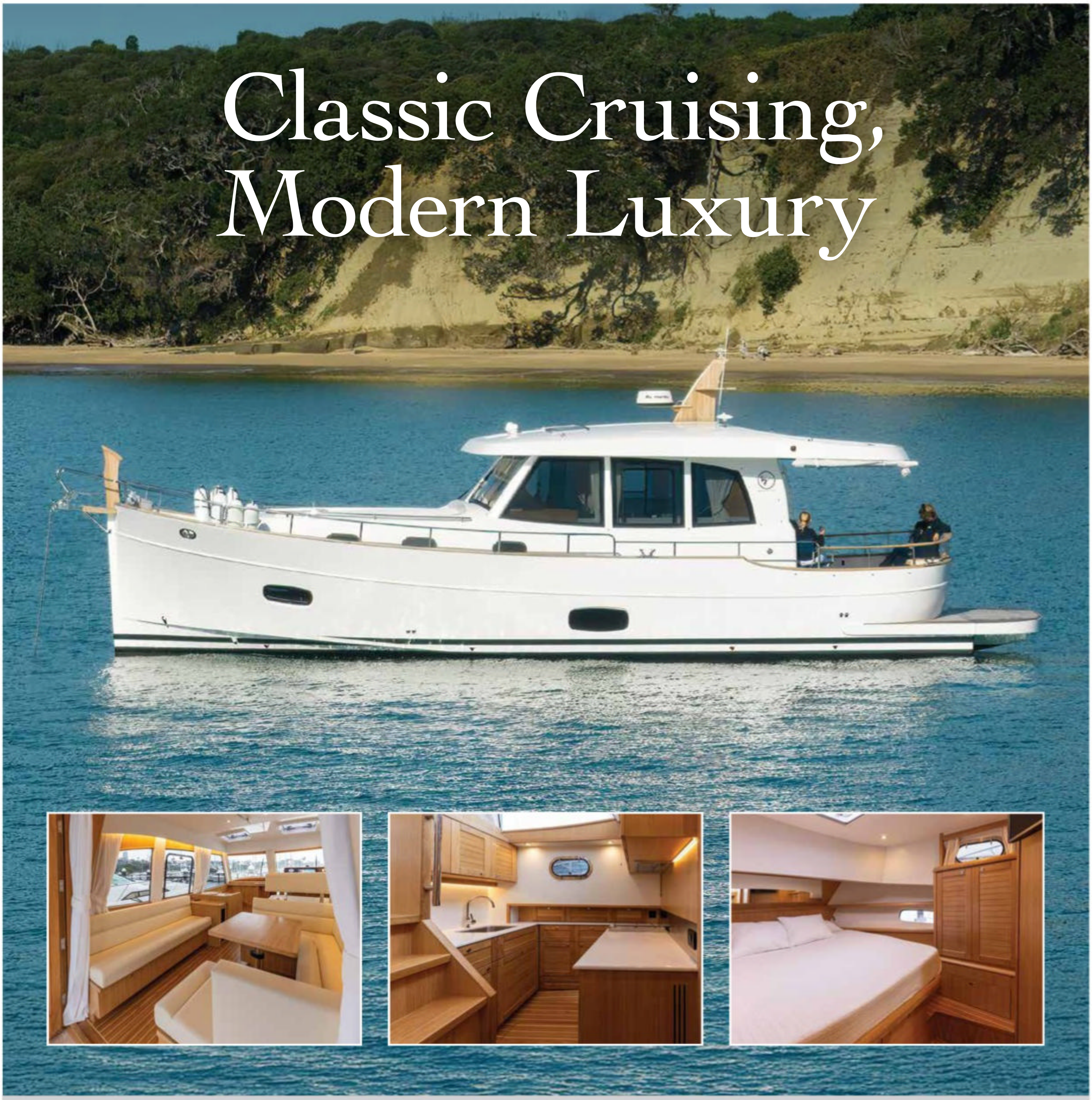

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EDITOR'S NOTE

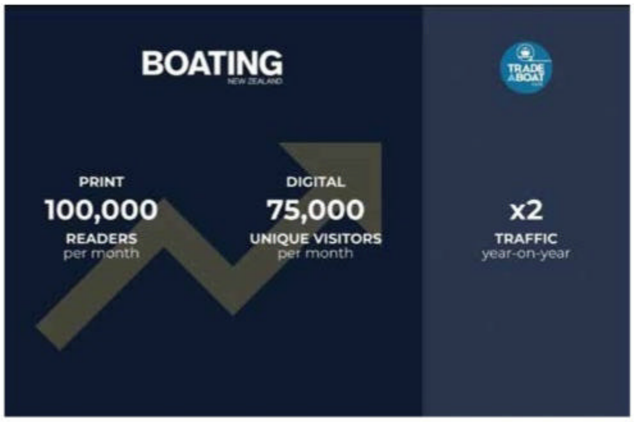
Readership surges across print and digital

Welcome to your October 2025 edition of *Boating New Zealand* magazine.

In this issue, it is my great pleasure to share some good news. In the latest independent readership survey, *Boating New Zealand*'s print publication—this magazine—saw a 25% surge in readership in the last six months, which means nearly 100,000 people read the magazine each month. That's the best readership figure for *Boating New Zealand* since 2016, and while it's just a snapshot and not the whole year, and it's also true magazines are seeing a general resurgence worldwide after years of decline, it's still fantastic news.

And it doesn't stop there. The print-digital strategy we have been developing is clearly yielding strong results. A year ago, we completely overhauled our online and digital offerings, with a new website and a much stronger presence on social media.

Since then, the volume of content on the website has exploded, with multiple posts daily, up-to-the-minute reporting, and even live streams. Much of what's published on the website, including bespoke features, is exclusive and complementary to what appears in the printed publication. When you also add in magazine content, which in due course is also published online, our website represents an amazing resource with always something new to discover.



The results speak for themselves. In the last 12 months our online audience has surged past 75,000 unique visitors every month, while the Tradeaboat platform, which joined the *Boating New Zealand* family earlier this year, has more than doubled its traffic year-on-year. In addition, in the same period engagement on our social media platforms has greatly improved, with a doubling in Facebook followers and a 250% increase in reach, a massive growth in interactions on Instagram, and a strong lift in engagement from professionals on LinkedIn.

Boating New Zealand now provides multiple options to access boating content: online and via social media, or for those who prefer a high-quality print product without the digital noise, the monthly magazine.

The New Zealand media landscape is challenging, so such positive results are extremely encouraging. All of us involved in bringing you *Boating New Zealand* content, digital and print, are immensely grateful to our loyal readers for their ongoing support, and we warmly welcome our new ones. Thank you for being part of the *Boating New Zealand* community.

Enjoy the latest edition.

John Eichelsheim
Editor

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BOATING

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CONTENTS

REVIEWS

026

026 Purekraft Rova 29

The Purekraft Rova 29 Amphibious is an impressive beast however you look at it, whether on the hard standing tall on its wheels, driving through the surf and up onto the beach, or in the water powering through the swells. Hall Marine Design and Purekraft Boats have teamed up with Anura Amphibious Systems to create an island super-commuter and day cruiser for an Auckland family.

BY **JOHN EICHELSHEIM**

062 Prestige M48

Prestige is a prolific global monohull brand that has branched out spectacularly with its new power catamaran range, reports our regular Australian correspondent, who put the vessel through its paces on Sydney Harbour a couple of months ago. He reckons the giant French boatbuilding conglomerate is definitely onto something with the Prestige M48.

BY **KEVIN GREEN**

086 Buccaneer 605 Exeed

The Buccaneer 605 has, in various guises, been a hugely successful and long-running model for the Hamilton-based trailer boat manufacturer. But while the excellent deep-vee hull has always been the star, the company has been sure to move with the times, regularly updating the 605 to keep it relevant in today’s market.

BY **JOHN EICHELSHEIM**

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CONTENTS

TAIN L'HERMITAGE
034

FEATURES

034 Rhône Rhapsody

Burgundy and Provence – widely considered France's most picturesque regions – are synonymous with ancient history, art, great cuisine and, of course, incomparable wine. It's a spectacular part of the world, and a luxury river cruise along the mighty Rhône is an excellent way to explore it.

BY **LAWRENCE SCHÄFFLER**

042 WaveRunners for 2026

Celebrating 40 years since the release of the original WaveRunner 500, Yamaha is excited to announce the 2026 WaveRunner lineup, which includes fresh new colours and striking graphics.

BY **SUPPLIED**

044 *Sailing Uma*'s modern mission

How a 50-year-old sailboat is pushing the boundaries of electric sailing with AkzoNobel. YouTubers *Sailing Uma* begin a major refit of their solar powered expedition yacht *Uma*.

BY **SUPPLIED**

074 Why wait?

We often hear talk about steps the boating industry is taking be become more sustainable in the future, but what can we do right now to make an impact?

BY **CRAIG RITCHIE**

082 Preventative maintenance

As peak boating season approaches, Craig Maile, First Mate with BoatSmart HQ on Queensland's Gold Coast, shares some simple preventative maintenance tips to keep your boat in good condition and avoid unexpected repairs.

BY **SUPPLIED**

108 *Fidelis* ready to come home

The historic 61ft racer-cruiser *Fidelis* is ready for a new chapter, and the current owner has the wish that she returns to her country of birth to again be a commanding presence on the waters of Waitematā Harbour.

BY **SUPPLIED**

013 BOAT WORLD

014 **Boat World News**

025 **What's Hot**
Popular stories on the *BNZ* website this month
BY SUPPLIED

048 **Hands on**
Servicing your boat engine's cooling system Pt II
BY PETER CAPLEN

053 BOAT BUSINESS

054 **Boat Business News**

070 **The Catch**
Chasing gannets
BY MARK KITTERIDGE

080 **Boat Bling**

084 **Boat brief**
PWC fishing
BY SUPPLIED

093 RETRO BOATS

094 **Reflections**
The Russ Bowler Story Pt I
BY JOHN MACFARLANE

097 **Crossword**

100 **A Brief History of...**
Sail Pt II

102 **New books reviewed**
BY ALEX STONE

104 **Vintage Viewpoint**
More *Tawera*
BY HAROLD KIDD

110 **Letters to the Editor**

112 THE MARINA

113 **Brokerage**
Boat sales yards

123 **Directory**
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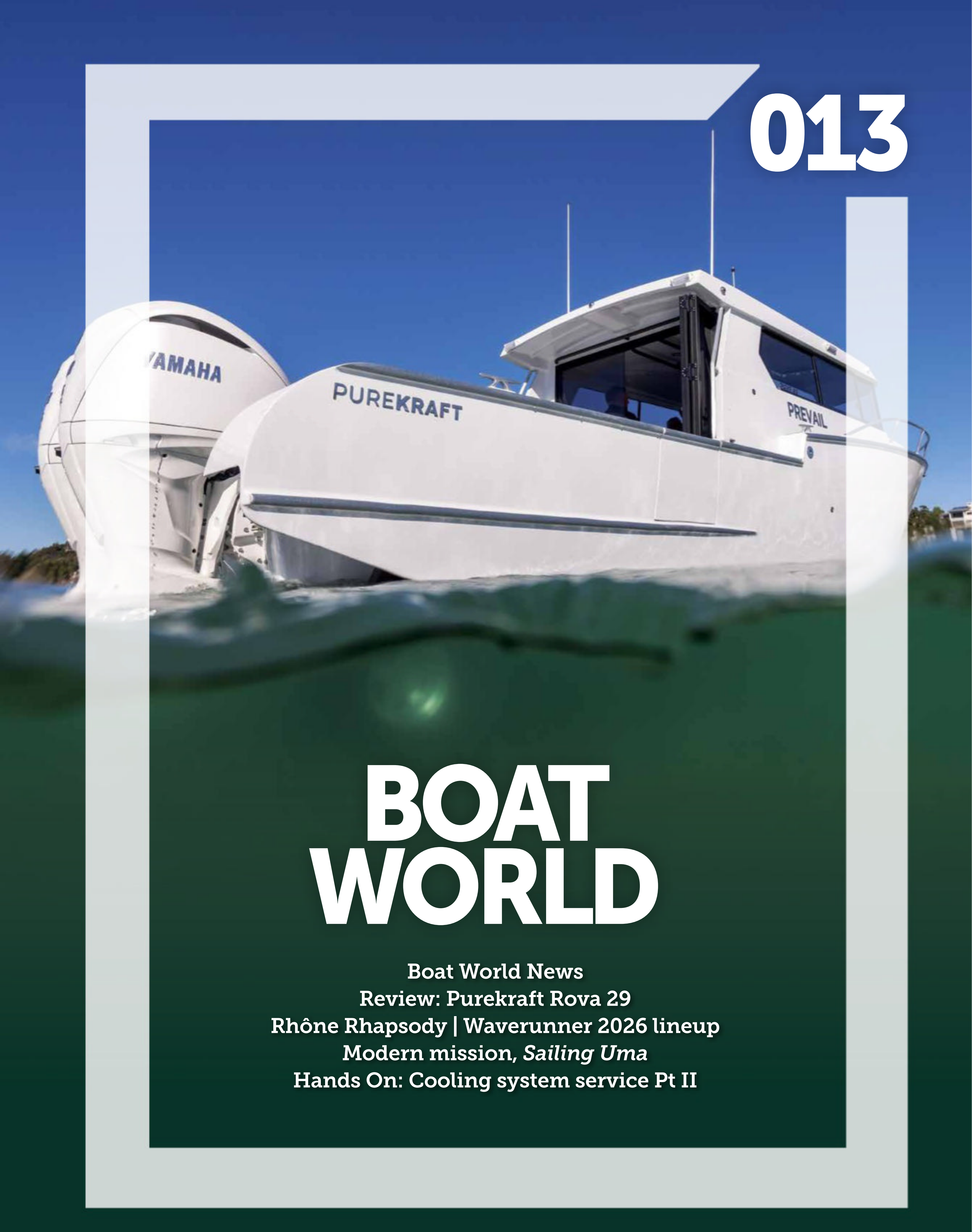
YAMAHA
PUREKRAFT
PREVAIL

013

BOAT WORLD

Boat World News
Review: Purekraft Rova 29
Rhône Rhapsody | Waverunner 2026 lineup
Modern mission, *Sailing Uma*
Hands On: Cooling system service Pt II

XXI COPA DEL REY OF VINTAGE YACHTS, MENORCA

SailingShots by María Muiña has been capturing every day of the Classic Sailing in Menorca. On these pages we share some of the best images from her gallery.

Scan the QR code to view other images from the regatta or use the link below.

https://facebook.us6.list-manage.com/track/click?u=da0dfc852657c8982c0780ae5&id=4e523e1042&e=000e5c4bdf

Clockwise from top:
MARISKA, first in Big Boat Class;
Vintage Gaff fleet: *SPARTAN*,
first in Gaff class.
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Sailingshots has captured every day of the classic sailing in Menorca.

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Making its return after a record breaking and Sunday sell-out debut this year, 2026 is set to be even bigger with a larger grandstand on Wynyard Point. A new Waterfront Premium Grandstand ticket will also offer all-inclusive food and drinks alongside designated grandstand seating.

New Zealand's unofficial 'home of sailing' is set to once again transform into the City of SailGP for the ITM New Zealand Sail Grand Prix | Auckland. The record-setting 2025 grandstand, which transformed Auckland's skyline, is set to increase by 30% for the 2026 event, further intensifying the wall of noise beaming down to the unrivalled drama on the water.

There are a variety of ticket options for the waterfront grandstand, including the premium and platinum offerings, plus exclusive "from your own boat" on-water viewing options, starting at $2000 for vessels of 49 feet and under.

www.tickets.sailgp.com/auckland

COASTGUARD BAR AWARENESS ROADSHOW RETURNS

As days get longer, many Kiwis are spending more time on the water. Before heading out, Coastguard and the New Zealand Sport Fishing Council (NZSFC) remind boaties to prepare for the tricky and dangerous task of crossing the bar.

In 2024, preventable drownings fell to 72, but fatalities involving powered craft rose to 25%, with 18 lives lost, many during bar crossings. On 7 February, Coastguard's National Operations Centre logged a record 753 bar crossing reports in a single day.

The free Coastguard Bar Awareness Roadshow is returning from September to the end of the year, visiting over 30 boating communities and clubs across Aotearoa. Last year, 2,175 people attended the seminars, and this year, Coastguard and NZSFC aim even higher, knowing that knowledge saves lives.

Simon Marshall, Bar Awareness Programme Lead, emphasises the importance of practical advice and local knowledge in making safe decisions when crossing bars. Mike Plant from NZSFC highlights that most boating incidents occur within 400m offshore, underscoring the need for bar awareness education.

Seminars will cover critical safety practices, reading and assessing bar conditions, logging bar crossing reports, and benefiting from local knowledge. Coastguard also offers videos on bar-specific guides and safety tutorials on their YouTube channel.

www.coastguard.nz/barawareness

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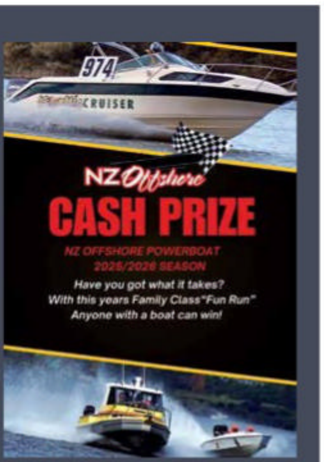
MORE BOATS, MORE FUN

This season, NZ Offshore has more boats confirmed than ever for its powerboat racing series, with four 140hp, four 200hp, one 70mph, two 80mph, and three 600hp class boats, a 50% increase in participation.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- **More boats:** two new 140hp boats and a new 80mph boat with new drivers.
- **Veterans return:** The 200hp class features top drivers like Mike Knight, Mikey Smith, Alex Smith, and Mark Taiatini.
- **Auckland Round:** After 12 years, there will be an Auckland Round at Gulf Harbour, competing for the Archer Family Trophy.
- **Family Class:** Open to everyone with a boat. $50 entry fee, $1000 cash prize. Race based on nominated speed. Promoted by Mark Taiatini from Family Boats.
- **Sponsors:** Welcoming back Mackay Boats and introducing Caveman Products.

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RECORD SHIPMENT TO USA

Australia's luxury boat builder Riviera, based on the Gold Coast in Queensland, sent its largest ever shipment of 15 motor yachts to the United States, each valued between $1.6m and $6.8m. The yachts were craned onto a ship in the Port of Brisbane from September 8th for a 34-day journey to Florida. Most of these yachts are destined for the Fort Lauderdale International Boat Show.

This shipment is a record for Riviera and possibly a world first for the largest number of vessels on a single cargo ship. The Australian boating industry, known as the Blue Economy, generates over $10 billion annually and employs more than 35,000 people. Riviera's first export to the U.S. was in 1982, and it remains their largest market.

www.rivieraaustralia.com **www.rmarine.nz**

HYDROFOIL BIG AIR

The 2025 GKA Kite World Cup Sylt (Germany) began with the Hydrofoil Big Air event, featuring 17 athletes (16 men and 1 woman).

In semi-final 1 Hugo Wigglesworth (NZL) led with high-scoring tricks, joined by Lorenzo Casati (ESP) in the final, while in semi-final 2 Finn Flügel (GER) and Leonardo Casati (ITA) advanced, with Joselito del Rosario (DOM) narrowly missing out.

In challenging 13-knot winds, Wigglesworth dominated the final, securing victory with a 7.87-point trick. Flügel took second, Lorenzo Casati third, and Leonardo Casati fourth.

FINAL RESULTS:
Hugo Wigglesworth (NZL)
Finn Flügel (GER)
Lorenzo Casati (ESP)
Leonardo Casati (ITA)

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The event makes its new home at The Yacht Squadron on 30th October 2025. Join the lads from 36° Brokers for an afternoon out for gents to enjoy delicious food, great company, network with other men from a range of industries and communities, and support men's health awareness.

Take the opportunity to step aboard the Beneteau First 44 and Antares 11 dockside with 36° Brokers, while also soaking up a premium hospitality experience with a two-course meal, drinks, and plenty of time to connect.

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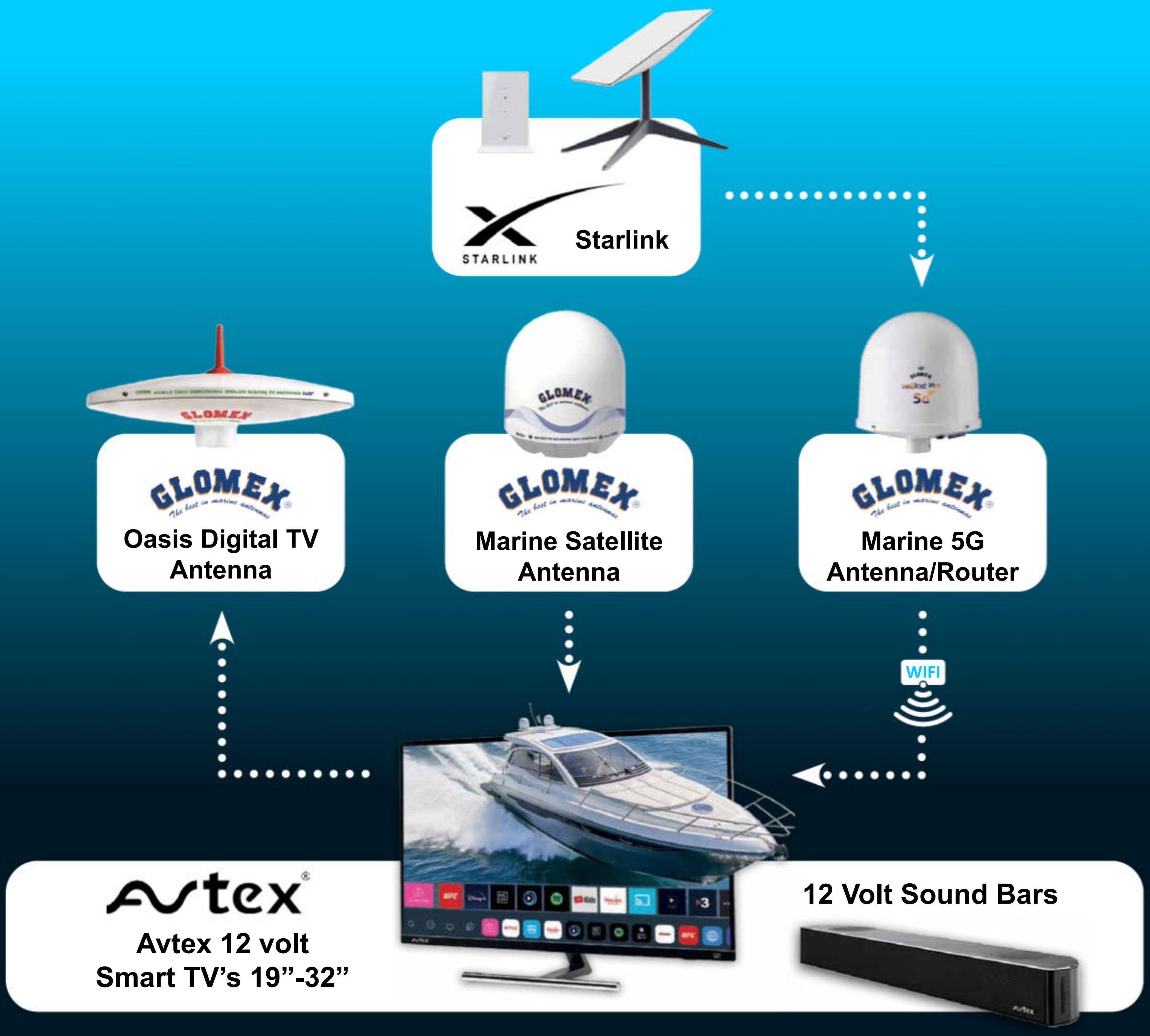

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KRAKEN 58 EUROPEAN YACHT OF THE YEAR NOMINEE

NZ yacht designer Kevin Dibley is very proud to announce that his Kraken 58 design is one of the nominees for the 2026 European Yacht of the Year awards. The first K58 is launched and currently being delivered to Malta.

The twelve judges representing the twelve European yachting magazines who collectively chose her will be putting her through various sea trials and tests over the next few months, as they do with all the nominees.

The European Yacht of the Year award, which has been awarded since 2004, is the world's most prestigious and best recognised award for new sailing yachts. Its special feature is that all nominated boats are actually sailed and tested directly against each other under the most equal conditions possible.

The winners will be announced at the traditional gala on the opening night of Boot 2026 exhibition in Düsseldorf in January.

www.dibleymarine.com

EUROPEAN
YACHT
OF THE YEAR
NOMINATED 2026

JOKY

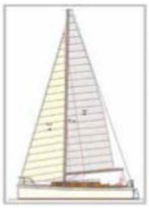
Amateur boat builder Hamish Russell asked French designer Patrick Balta to design a 10-metre plywood sailboat that would be robust, lightweight, high-performance, and meet his specifications.

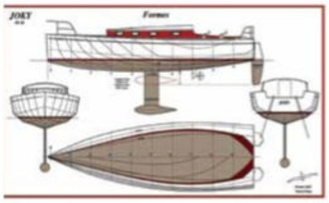
Russell had worked with Balta before, on a coastal cruiser called *Gorfou*, which Russell built to a high standard.

The new boat, to be called *Joky*, has a lifting ballast and a coachroof in the retro style Russell prefers.

With amateur builders in mind, Balta's design means construction will be greatly simplified with easily expandable plywood panels mounted on rails, primarily on full or partial partitions. The fittings serve as transverse structures, eliminating the need for numerous frames. The plans are studied in detail for the digital cutting of all plywood elements, structural or otherwise.

www.balta.fr





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KAWAU BOATING CLUB SEASON KICKS OFF

Labour Weekend is the Kawau Boating Club's opening weekend, launching the season with the Nautica Shipping and Logistics three-day regatta programme.

It kicks off with the Friday afternoon cruise/race from Ponsonby Cruising Club to Kawau, followed by an Around the Islands race on Saturday, and finishing with a shorter Around the Islands race on Sunday.

Not all yachts want to or are experienced enough to handle the hassles of equinox weather, crew commitments, or Cat 3 compliance in races all the way to BOI, so the Kawau Regatta offers a shorter trip, a safe anchorage and an opportunity for family-friendly fun ashore. Waitemata Woodys' members always put on a Sunday parade and the social side is first-rate.

The second event is Evolution Sails Race Week, held in conjunction with Mahurangi Classic Weekend over Auckland Anniversary Weekend. This is a five-race, high octane series for serious racing in Kawau Bay.

Both events based at Kawau are supported by KBC onshore facilities – showers, toilets and outstanding catering at the bistro.

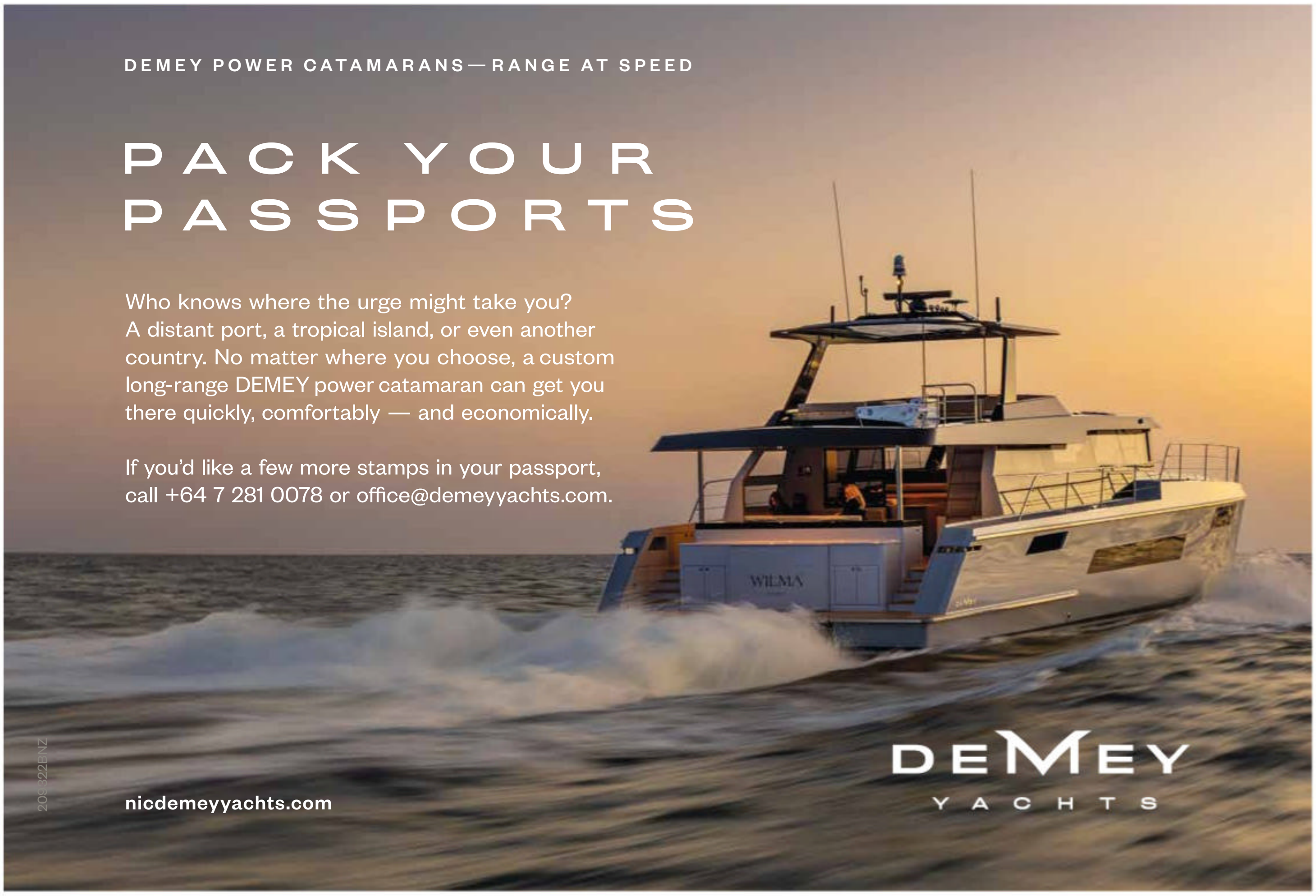
Entries to both events: pcc.org.nz

AUSTRALIA'S BIGGEST SAILING SHOWCASE

The Pittwater Sail Expo 2025, held from Friday 24 to Sunday 26 October at the Royal Prince Alfred Yacht Club (RPAYC) in Newport, is set to be the largest sailing-only showcase in Australia.

With over 35 yachts on display, visitors can explore high-performance monohulls, luxury bluewater cruisers, and the latest catamarans. The Expo also features a bustling onshore precinct with sailmakers, rigging experts, and marine electronics suppliers.

EVENT DETAILS:
Dates: Friday 24 October (12–4pm), Saturday 25 to Sunday 26 October (10am–4pm)
Entry: Free
Location: Royal Prince Alfred Yacht Club (RPAYC), Newport.
www.pittwatersailexpo.com.au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VESSEV UNLOCKS ELECTRIC HYDROFOILING FOR EUROPE'S TOURISM MARKET

New Zealand's Vessev has secured its first European customer, with its VS–9 electric hydrofoiling vessel heading to Finn Lough, Northern Ireland.

The nine-metre catamaran, which flies above water on carbon fibre hydrofoils, offers minimal wake, noise, and environmental impact, reducing energy costs by up to 90%. This partnership marks a significant milestone for New Zealand innovations in Europe, making Finn Lough the first luxury hospitality destination to offer electric hydrofoiling transport. Vessev CEO Eric Laakmann highlights the value and unforgettable experience the VS–9 provides for both passengers and operators.

The VS–9, awarded a Red Dot Design Award, will arrive at Finn Lough in 2026.
www.vessev.com

LUCKY, COOLOOLA ENTER SYDNEY TO AUCKLAND OCEAN RACE

Photo credit: Sailing Energy

US yachtsman Bryon Ehrhart has entered his Juan Kouyoumdjian 88-designed yacht *Lucky* (formerly *Rambler 88*) in the 2025 Sydney to Auckland Ocean Race (S2A), marking a new international challenge for the event. *Lucky* is a highly acclaimed vessel with multiple line honours, overall wins, and race records, and the race itself is the longest fully crewed race from Australia at 1250 nautical miles, starting on 11 October.

Following the S2A race, *Lucky* will stay in New Zealand to contest the Pic Coastal Classic before returning to Australia for the 80th Sydney Hobart.

Alan Hill, an 81-year-old Englishman now living in Australia, is also set to compete. Hill, owner of the Swan 48 *Cooloola*, is excited for the challenge and credits his crew, led by boat captain Tom Vincent, for their preparation. Hill, who began sailing in Sydney, has owned several Swans and has raced in various international events. Despite retiring from sailing, he was drawn back by the facilities and the allure of the Swan 48.

The *Cooloola* crew, including experienced members from previous races, is eager to compete and enjoy the adventure. Hill looks forward to reaching and downwind sailing and plans to cruise the Bay of Islands post-race.
www.sydneytoauckland.com

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CHILLIN' IN TAUPŌ

Retro boating enthusiasts from across the North Island gathered in Taupō for a mid-winter event on the iconic lake. With 25 classic boats on the water, the day was filled with sunshine, camaraderie, and a celebration of New Zealand's boating heritage. The event showcased a variety of retro boats, from Troy Guise's 1965 Rambler Classic V8 sedan towing a restored Fleetline Sapphire to Andrew Whyte and Phil Hurn's matching Sea Nymph V13s. The day began early, with participants arriving at dawn, and continued with a scenic cruise to the Mine Bay Māori carvings and a picnic at Acacia Bay. The sense of community was strong, with spot prizes and sponsorships adding to the atmosphere. Organiser Brendon Cornes highlighted the friendships formed and the support from local businesses. The success of the Taupō event has participants looking forward to the next gathering in Tarawera in November.

For the full story, scan the QR code for Kirsten Thomas' feature on the *Boating NZ* website.

SAILGP LAUNCHES NEW RUDDERS, SOFTWARE

SailGP has introduced new high-speed and light-air rudders, along with automated foil-protection software, ahead of the Saint-Tropez event. These innovations, developed through extensive testing since January 2024, aim to enhance control, performance, and safety during high-speed manoeuvres. The new rudders, designed for better foiling and higher cavitation thresholds, will be used by all 12 national teams. The software will automatically adjust the daggerboard to prevent overloading. This reflects SailGP's commitment to technological excellence and safety.

This news follows the successful completion of significant repairs for the U.S. SailGP Team and Mubadala Brazil after major damages at last month's event in Sassnitz following a rapid-turnaround refit and comprehensive structural testing and system upgrades for Brazil and the construction of a newly fabricated port hull section (bow to stern) for the U.S. Both boats were expected to race at Saint-Tropez.
www.sailgp.com

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WHAT'S HOT ON *BOATING NZ'S* WEBSITE

FROM AC75 RULE CHANGES TO HERITAGE RESCUES, OFFSHORE RACING, AND WHITEBAIT SEASON, THIS MONTH'S STORIES CELEBRATE THE BOATS, PEOPLE, AND PLACES SHAPING KIWI LIFE ON THE WATER.

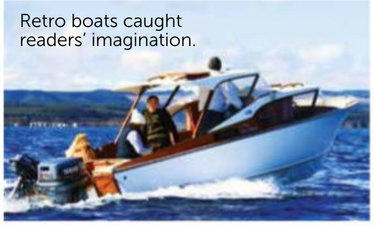
SOME HIGHLIGHTS

FIND ALL OUR MOST-READ ONLINE ARTICLES HERE AT WWW.BOATINGNZ.CO.NZ/STORIES-OF-THE-MONTH OR SCAN THE QR CODE

HERE'S WHAT RESONATED most with *Boating New Zealand* readers this month—a mix of innovation, heritage, competition, and classic Kiwi adventure. On the **sailing** front, our explainer on the new **AC75 rules for AC38** drew big attention: reused hulls, battery-powered systems, five-person mixed crews, and a returning guest seat signal a Cup cycle that prizes brains over budgets and racecraft over raw muscle.

RETRO BOATS

Our **old boats** coverage struck a chord too. The fate of *Arahina*, heroine of the *Wahine* rescue, reminded us how fragile maritime heritage can be, while the ***Aratere*** farewell captured the end of a rail-ferry era on Cook Strait. Lighter notes came from **Chillin' in Taupō**, where retro glass and kauri turned heads, and a deep dive on the **2018 Ron Given Econocat *Kismet*** showcased efficient Kiwi design built to roam.



Retro boats caught readers' imagination.

OFFSHORE RACING

In racing, horsepower and resilience took centre stage. The **Cowes–Torquay–Cowes** delivered a popular shake-up as ***Good Boy Vodka*** claimed a breakthrough win, and closer to home **Offshore Powerboat Racing** returns to Auckland, with the Archer family trophy and a new Family Class inviting everyday boaties to join the fun.

OUT AND ABOUT

Finally, **going places/doing things** reflected how Kiwis actually use their boats. Yamaha's **CrossWave** blurred lines between PWC and utility craft, **Port Underwood** tempted cruisers with tucked-away anchorages and history, and our **Coromandel storm** dispatch showed what preparedness looks like when the gusts won't quit. Rounding it out, **whitebait season** opened — proof that for many, the best days afloat still end with a frypan and a grin.

GET READY FOR SUMMER WITH BURNSCO

Summer boating is all about freedom, but the best trips start with preparation. Our ***Get Ready for Summer with Burnsco*** series dives into the jobs that matter most before the season kicks off. From checking flares, EPIRBs, lifejackets, and fire extinguishers to keeping your anchor locker clean and biosecure, we cover the essentials every Kiwi skipper should tick off. Comfort is on the list too — with guides on caring for canvas, clears, and upholstery, refreshing your marine toilet, and topping up your first aid kit. Big maintenance jobs get attention as well, including antifoul and hull prep to keep performance sharp and fuel bills low. Each article blends practical, step-by-step advice with smart gear picks from Burnsco, so you've got the know-how and the tools in one place.

READ THE GROWING SERIES HERE:
boatingnz.co.nz/get-ready-for-summer-with-burnsco

review

Purekraft Rova 29

WORDS BY
JOHN EICHELSHEIM
PHOTOGRAPHY AND VIDEO
BY **GEOFF COX**

The all-white vessel was crouched down on the tarmac waiting for me at Takapuna boat ramp across from the Beach Café, where Jarrod Hall and the crew were enjoying some refreshment. Called *Prevail*, the boat has a lot of presence, its raised sheerline forward and vertical windscreen giving it some real authority – even squatting down on its wheels and resting its keel on the deck, the bow towered over my head. Heavy-duty rubbing strakes should afford the hull sides useful protection when coming alongside a jetty, and there are heavy-duty cleats fore and aft and amidships.

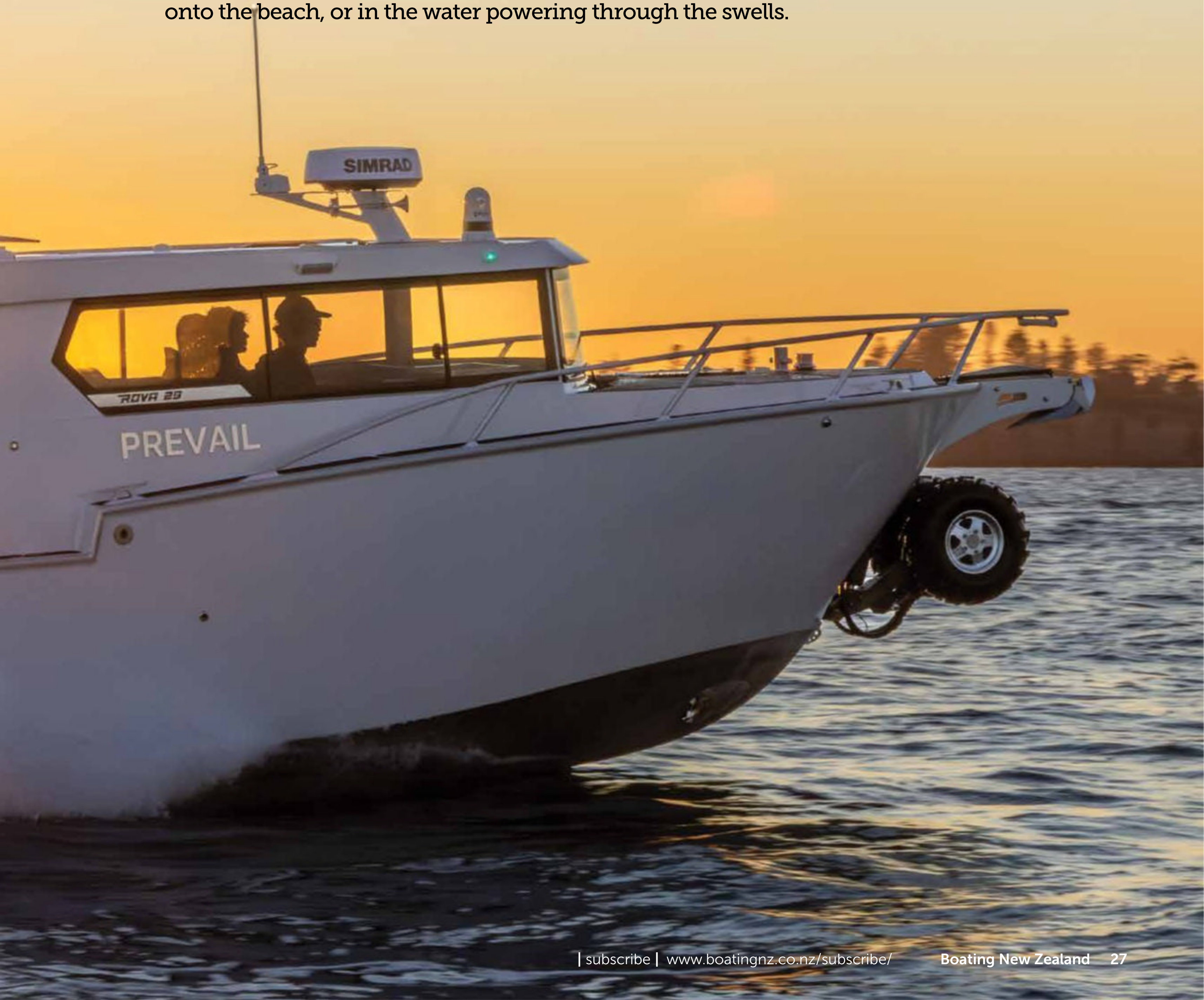
The boat is the latest project from Hall Marine Design (HMD) and Purekraft Boats to utilise Anura's New Zealand-developed amphibious technology, in this instance the S45 electric over hydraulic (EOH) all-wheel-drive system. On land maximum speed is around 9kph with a maximum drive torque of 5700Nm and a continuous run time of approximately 1.5 hours.

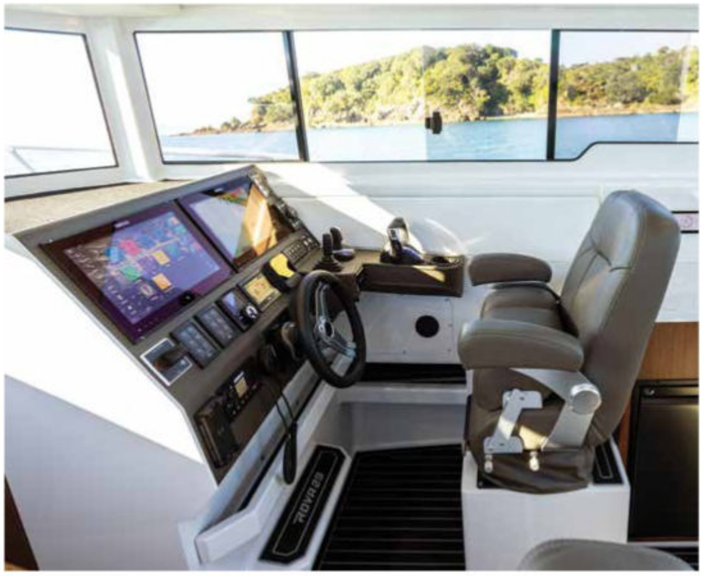
On the water, power is supplied by a pair of Yamaha F300 4.2-litre V6 outboards, ensuring brisk acceleration for such a heavy craft and a decent turn of speed. All up, the rig weighs in at around five tonnes, which, with four adults aboard, is approaching the operational limit for S45 amphibious system. With more than four passengers aboard on test day, we offloaded some before raising the boat off the deck. Once the legs were fully extended and locked, they could safely reboard.

Prevail is destined for a life of commuting between a floating berth at Orakei Marina close to the CBD and Waiheke and Great Barrier Islands. So, while this beautifully finished and comprehensively equipped vessel has overnighting facilities, including berths, an enclosed head – spacious enough for comfort,

100%
PUREKRAFT

The Purekraft Rova 29 Amphibious is an impressive beast however you look at it, whether on the hard standing tall on its wheels, driving through the surf and up onto the beach, or in the water powering through the swells.

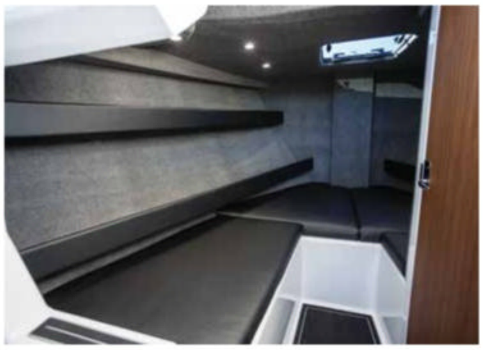




LEFT The helm station is impressive, the seating comfortable.

R & BELOW Useful galley and overnighting facilities.

OPPOSITE Spacious wheelhouse and faired wheels.



with a button to operate the toilet's ball valves electrically and a manual backup as well – a galley with Himacs countertops and sink, an induction cooktop and a fridge, a diesel heater, and air-conditioning, its primary function will be ferrying the owner, his family and friends between homes.

Indeed, the finish, from hull fairing and paint to the lined interior and custom-cut SeaDek on the cockpit sole and decks, is everywhere of the highest standards. The carpets and the vinyl panels lining the cabin are fabricated and laser-cut in-house, and a notable feature of the hardtop is the acoustic foam lining the ceiling that reduces noise and enhances comfort.

> ***Prevail*** **is a worthy addition to New Zealand's growing fleet of amphibious craft...**

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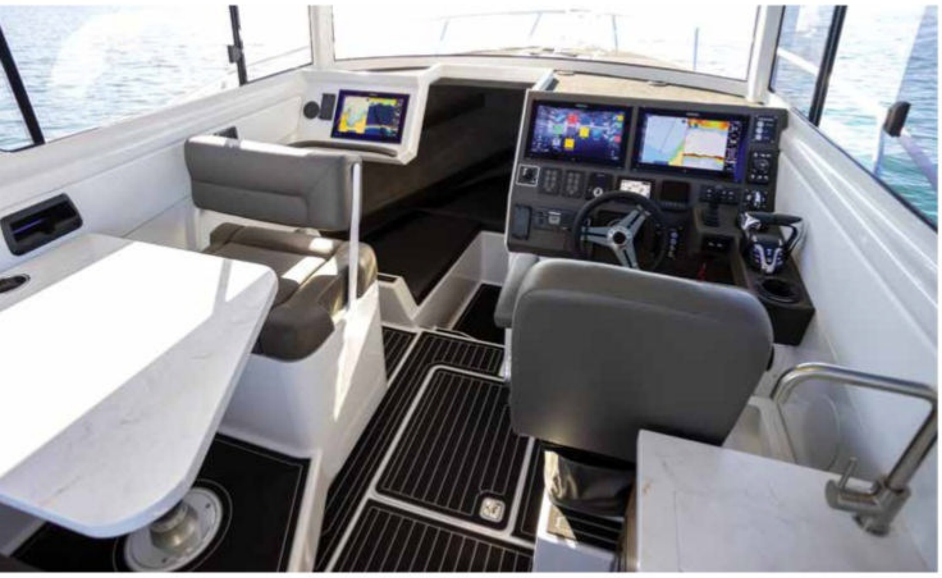

Prevail is an excellent example of the high standard the team at HMD and Purekraft can deliver. The details are striking, from the stainless-steel trim and finishes (the owners were adamant they didn't want black) and stitched leather handrails to the beautifully faired hull, coved corners, and compression latches on all the hatches – even the cushions of the suspension seats, which feature four different grades of foam. Underfloor hatches all have gas struts, too, the Himacs wheelhouse table can be raised and lowered electrically, as can the rear cavity window, and even the vessel's roof-mounted aerials are electric, raised and lowered from inside the cabin.

The boat's engineering is impressive, from the tidy integration of the Anura S45 system and its associated services to meeting engineering challenges like incorporating cockpit side doors while maintaining a structure strong and rigid enough for amphibious duty where the vessel's whole weight is supported on its ends. Anchoring is via a Savwinch drum and there's also a capstan for mooring. Fuses are easily accessible, and the impressively tidy, organised, and labelled console wiring can be inspected through a panel in the heads compartment.

The side doors are great when boarding or disembarking, whether onto a jetty or marina finger or onto dry land, although

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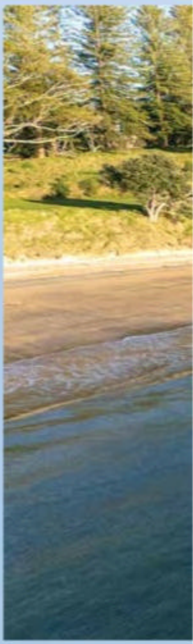
you can also clamber aboard the boat using the rear wheels as giant steps – make no mistake, the wheels are large! The side doors, which open inwards, have magnets to secure them in the open position, a clever innovation. The cockpit enjoys floodlighting at night, with additional docking lights illuminating the side decks for coming alongside, and the foredeck floods as well. The cockpit drains into corner sumps with automatic bilge pumps – plus a tube to flush and drain the sumps on land. The quick-release fender mount points are a nice detail.

Prevail has a 48-volt electrical setup comprising a bank of four lithium-ion batteries to service the amphibious system, which also powers the air conditioning and a 48-volt bow thruster. The voltage is stepped down to 12V for the rest of the boat, including the electronics suite, 12V and USB outlets, and wireless phone chargers all over the vessel. The batteries are remotely switched by a BEP smart battery hub on the dashboard, and the vessel's red or white interior LED lighting is controlled using the vessel's C-Zone system.



PREVAIL
PUREKRAFT

ABOVE The cockpit is very well sorted. No rodholders at the owner's request.

RIGHT The transition from sea to land and back again seamless.

FAR RIGHT The engineering and Anura integration is first class.

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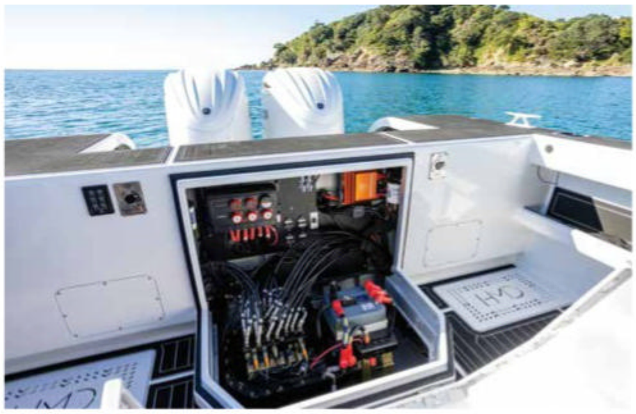
Cooking, hot water heating, and numerous power outlets are 240 volts via an inverter, and a pair of AGM 12V start batteries service the outboards. The vessel is also wired for shore power and equipped with Starlink for 24/7 satellite wireless internet access.

Driving the vessel is easy enough, though it's noticeable she's a big unit, especially when operating on land. Six cameras provide video feeds to the bank of three Simrad MFDs, including a 360-degree view, ensuring good situational awareness. This awareness is important because there's no way you can see from the helm what's directly in front of the boat.

It was a slightly odd sensation getting out of our rather tight parking spot and carefully manoeuvring around the boat ramp car park in near silence (no petrol-powered pump motor to disturb the peace), looking down on the many interested bystanders from high up in the wheelhouse. The transition from terrestrial to aquatic operation was, of course, seamless, and once on the water the boat feels very much like any other.

That this is true is testament to Hall Marine Design's attention to weight distribution and the hull design itself. The S45 system weighs in at 640kg, plus batteries, and with the nature of amphibious designs, much of that weight is by necessity concentrated on the ends, which isn't ideal from a boat's handling and performance perspective. However, the Purekraft Rova 29 behaves much like any other boat of similar length, though it certainly feels like it's a relatively heavy



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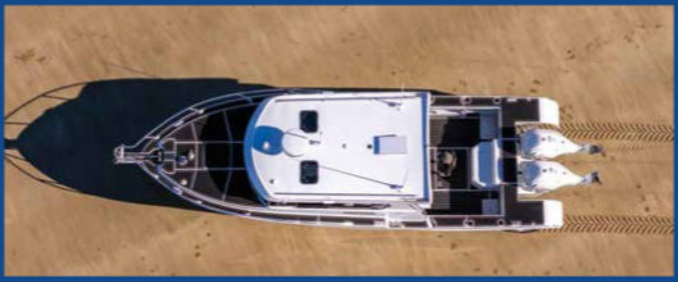

vessel underway. The Yamaha outboards still provide strong acceleration, even with seven people aboard, and a top speed of 42 knots, while Yamaha's Helm Master system provides a range of useful navigation features, plus joystick control and bow thruster integration for enhanced control at low speeds.

We made a round trip from Takapuna to Waiheke Island and back, spending a bit of time driving on and off the sand at Oneroa Bay, where the crew also picked up some supplies from the general store. Sea conditions were reasonably good, though there was some chop to contend with in the channels, but not enough to spray water onto the foredeck or to engage *Prevail*'s three windscreen wiper-washers.

We cruised there and back at a smooth and steady 26 knots – 30 knots at times – with the Zipwake interceptor tabs set on Auto, enjoying the comfort of the bolstered suspension seats and well-placed footrests. With the doors and windows closed, the boat is quiet underway, so the wheelhouse is definitely a nice place to be, no matter the weather.

Anura's S25 and S45 amphibious systems are not only well engineered and easy to install, says Hall, but the company

SIMRAD
PREV

THIS PAGE
Prevail is very well specc'd, including FLIR infrared camera, Radar and electrically raised aerials on the hardtop roof.

also offers boatbuilders plenty of support. Anura's systems are easy to operate with a minimal number of extra gauges, levers, and controls to contend with. Lowering and raising the wheels is achieved with the push of a button, the system's joystick control is intuitive, and the digital display is easy to understand.

At Waiheke we made several approaches on and off the beach, some of them in quite soft sand, over undulations and low sandbanks. No problems with traction.

With photography and video taken care of, *Prevail* cruised back to Takapuna where Jarrod and the boys dropped me back on dry land before once again driving back into the sea. It had all been rather easy, really, which is the whole point of amphibious boats. And we still had plenty of juice left in the batteries at the end of the day.

Prevail definitely meets its owners' brief – and then some. Performing well on water and land, its striking lines make a powerful statement, complemented by a premium but practical fit-out. The attention to detail is especially notable, as is the high level of specification.

On the day it was evident the Purekraft crew responsible for building the boat, some of whom were onboard – was extremely proud of their achievement. Rightly so – *Prevail* is a worthy addition to New Zealand's growing fleet of amphibious craft and a great advertisement for the versatility and expertise of HMD/Purekraft Boats. BNZ

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HIGHLIGHTS

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Imposing presence on and off the water

Quiet operation on land and water, practical cockpit combined with all-weather comfort inside

SPECIFICATIONS

length 9.0m
loa 9.92m incl. fairlead & rear wheel arch; 10.5m incl. outboard motor & anchor
beam 3.05m
power Twin Yamaha F300 V6 O/B with Helm Master
max power Twin 400hp O/B
fuel capacity 450 litres
water 50 litres
diesel (heater) 10 litres
construction Marine grade aluminium
amphibious system Anura S45 EOH

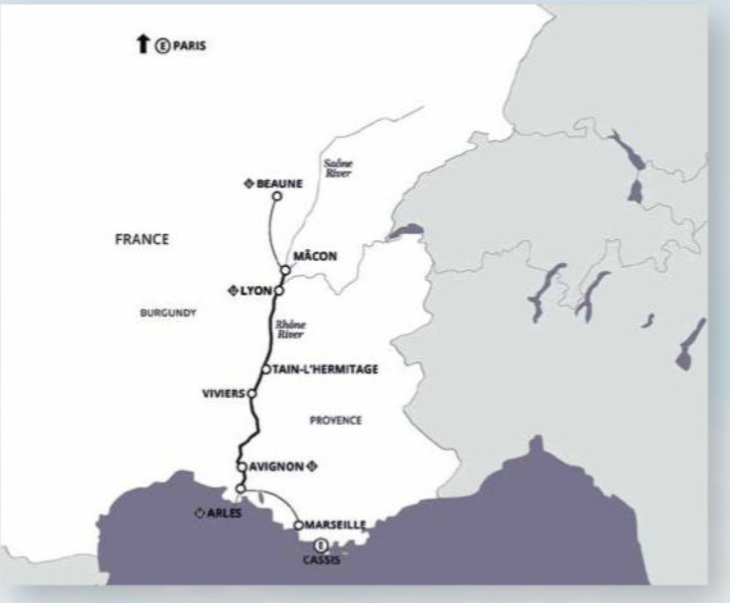
WATCH OUR VIDEO

Burgundy and Provence – widely considered France's most picturesque regions – are synonymous with ancient history, art, great cuisine and, of course, incomparable wine. It's a spectacular part of the world, and a luxury river cruise along the mighty Rhône is an excellent way to explore it.

One of Europe's major waterways, the 814km Rhône rises in the Swiss Alps. It's boosted by multiple tributaries along the way and drops 2,208m over its length before emptying into the Mediterranean near Arles in southern France. By divine design, it flows through the heart of Burgundy and Provence.

Over the millennia the river's been a strategic factor in many cultures and civilizations. Phoenicians, Greeks and Romans were among the region's earliest inhabitants. The Rhône served them well, particularly the all-conquering Romans. The waterway was a fortuitous conduit for moving troops and supplies between the Mediterranean and Gaul – and thereafter throughout the continent. It lubricated the Empire's relentless expansion.

Later, through the Middle Ages and the Renaissance, it became a vibrant trade artery – the 'sauce' in a melting pot aiding the exchange of products, ideas and knowledge. In the 20th century it became a key power source in France's massive energy



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feature

River Cruising

RHÔNE RHAPSODY

WORDS, PHOTOGRAPHY AND VIDEO BY
LAWRENCE SCHÄFFLER

infrastructure. Best of all, for centuries it's been (and remains) the lifeblood underpinning a world-renowned wine industry.

Reminders of these ancient cultures are evident in the towns and ports all along the river, many of them now UNESCO heritage sites. They include remarkably well-preserved 2,000-year-old Roman edifices. All in all, a veritable feast of sights, sites, and flavours to savour – and, as we discovered, very accessible by river cruise.

Our voyage began in Lyon and finished in Arles, a downstream, 310km, eight-day cruise aboard the 135m SS *Catherine* (Sunday–Sunday). The ship also operates upstream. One of many flat-bottomed vessels plying the Rhône, the *Catherine* is part of the Uniworld fleet. She accommodates 158 passengers and 59 crew – a ratio reflecting the company's legendary service ethos.

Cruising both overnight and during the day allows guests to absorb the sunsets and passing landscape (best observed on deck with a cocktail in hand), with regular stops for tours. In addition to a full day for exploring Lyon (spectacular), the ship stops at Macon, Tain L'Hermitage, Viviers and Avignon before finishing at Arles.

Each stop offers various excursions designed to meet guests' different interests and fitness levels. They typically involve walks with knowledgeable guides offering unique insights into the history, architecture, cuisine, and wine of the area.

In Lyon, for example, you have a choice between a tour of the 'traboules' (ancient, hidden passages interconnecting parts of the city), a visit

TAIN L'HERMITAGE

to a silk-weaving facility (Lyon's famous for its silk), or a city cycling tour (using the ship's bikes).

All are flawless logistical exercises. In keeping with Uniworld's 'all-inclusive' policy, most excursions are free. Some adventures (typically a little further afield, requiring bus transport) charge extra.

In Macon, as an alternative to the walking tour around the nearby medieval town of Beaune (incorporating a fascinating 15th century hospice), some guests opted for the retro motorbike/sidecar visit to a Burgundy vineyard, with wine tasting. There's a *lot* of wine-tasting on this cruise…

Further down the river, at Tain L'Hermitage, our group walked among the vines at the illustrious Hermitage Terrace Vineyard – a very special wine tasting in the brilliant sunlight. At Viviers, some guests visited a truffle farm, where these days the delicacy is sniffed out by dogs (traditionally, pigs are used). Others explored a boutique potter's studio.

At Avignon, some opted for the Papal Palace tour (seven successive Popes lived here for nearly a century in the 1300s because of an internal spat in the Catholic Church. Eventually,

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things were resolved and the Papacy moved back to Rome). While we learned about Papal infighting, a few wine aficionados visited the nearby, world-renowned Châteauneuf-du-Pape vineyard – with tasting.

My favourite excursion? Kayaking down the Gardon River (a Rhône tributary) and under the 2,000-year-old Pont du Gard. This massive aqueduct is arguably the finest example of Roman engineering in Europe. It was built to convey water to the nearby city of Nîmes – itself famous for inventing a tough, hard-wearing textile used for ship sails (serge de Nîmes). This serge later became the material for today's ubiquitous 'denim' blue jeans.

The aqueduct is one of many Roman remnants along the Rhône. Other striking examples include the terraced theatres in Lyon (still used for concerts and plays) and the amphitheatre in Arles – smaller than Rome's Colosseum but one the best-preserved such structures in Europe.

Its stunning amphitheatre aside, Arles is a popular destination for art lovers. The city was home to the post-impressionist Dutch painter Vincent Van Gogh for a few very productive years. He raved about the region's 'light' and produced more than 300 works while living here in the late 1800s. They include some of his most famous paintings – *The Night Café, Yellow Room, Starry Night Over the River Rhône* and *L'Arlésienne*.

Sadly, Van Gogh suffered bouts of mental illness and famously cut off his left ear before being admitted to a hospital in nearby St Remy, where he died. But he wasn't the only artist to relish Provence's unique colours and light. Paul Cézanne was also inspired, as was Paul Gauguin.

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TAMING THE RHÔNE

Despite its dominant role in fostering southern France's development, the Rhône has never been easy to navigate. It's prone to flooding/strong currents in times of heavy rainfall and/or glacial melt and, perversely, very low water during droughts.

Various 'river-taming' strategies were implemented over the centuries. The major one arrived in the mid-1900s when numerous hydroelectric power plants were installed, each with an attendant lock enabling marine traffic.

Our ship negotiated 14 locks – and traversing them is a fascinating, very slick process. Among them is the Bollène Lock near Avignon (built 1952). With a fall/rise of 23m, it's Europe's second deepest lock. The continent's lock 'king' is the Barragem do Carrapatelo on Portugal's Douro River (35m fall/rise – one of the planet's biggest). Most Rhône cruise ships have a beam of precisely 11m – dictated by the locks. They squeeze in with millimetres to spare.

Today, hydro-electric stations provide much of the region's power, producing 13GWh of electricity annually (around 16% of France's total hydroelectric production). They've been complemented more recently by nuclear power stations on the Rhône's banks.

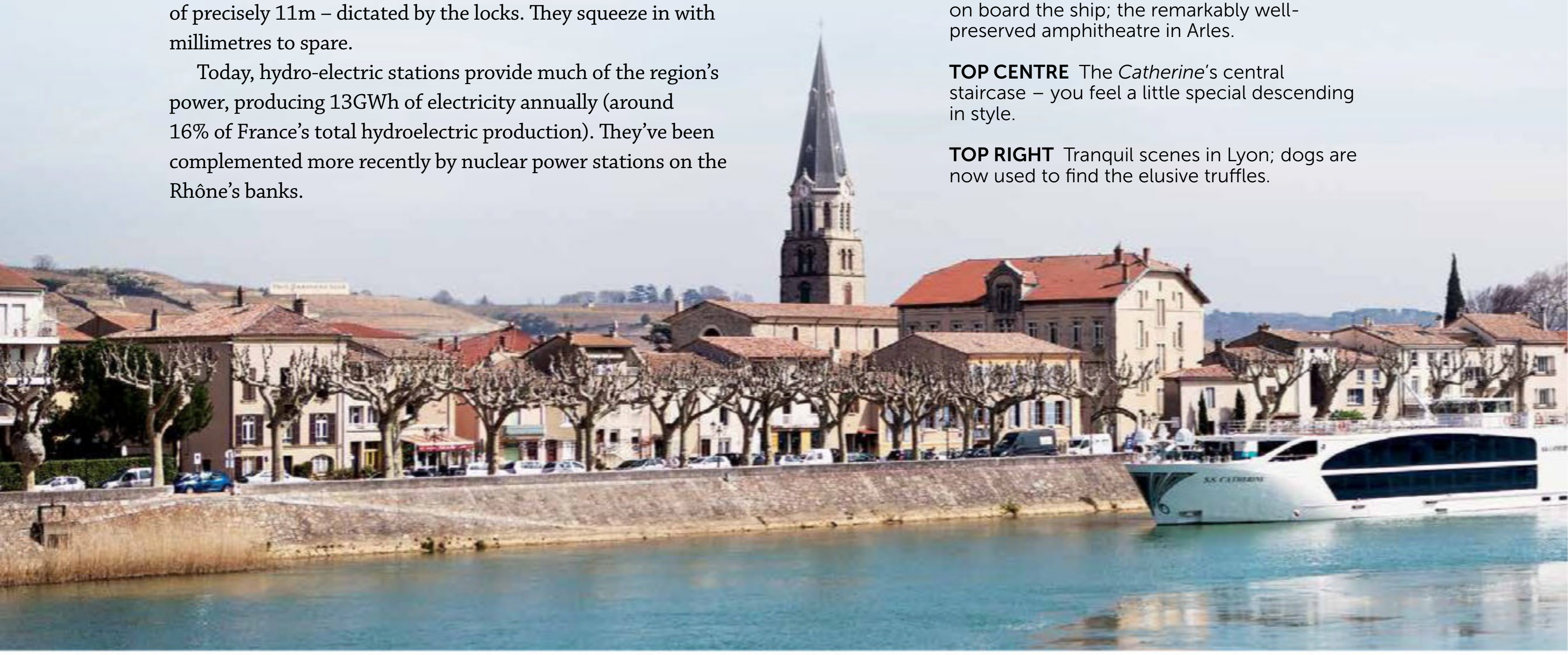
Ironically, one of the best strategies to counter the devastating floods was implemented centuries ago at the medieval city of Avignon. It's entirely walled – one of the few French cities to have preserved its ramparts. While the massive walls repelled invaders during the Middle Ages, they've also been very effective in protecting the city from the floods.

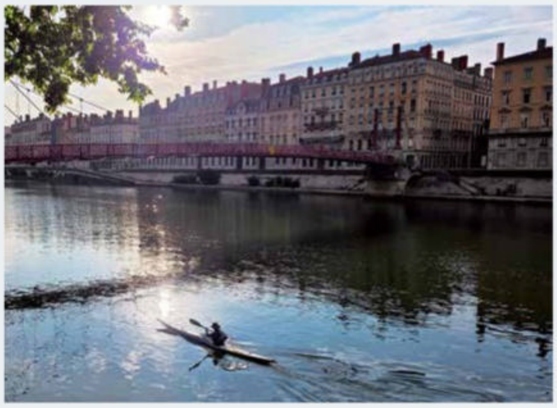
Of course, not all of Avignon survived the floods. Outside the walls is the elegant (and famous) Pont d'Avignon bridge, built across the Rhône in the late 12th century. Destroyed several times by floods/strong currents, the city fathers eventually admitted defeat and in 1680 replaced it with a suspension bridge. Of the original bridge, only four arches remain.

TOP LEFT Wine tasting at the famous Chateauneuf-du-Pape; gastronomic delights on board the ship; the remarkably well-preserved amphitheatre in Arles.

TOP CENTRE The *Catherine*'s central staircase – you feel a little special descending in style.

TOP RIGHT Tranquil scenes in Lyon; dogs are now used to find the elusive truffles.





IN VINO VERITAS

This Latin phrase – 'in wine there is truth' – alludes to the likelihood that people will speak more honestly under the influence of wine. Another 'truth' is that it's impossible to cruise the Rhône without tasting exceptional wine.

The region's relationship with great wine began with the Romans but after the Empire collapsed their clumsy brews were refined by the Catholic Church. Specifically, it seems, by Cistercian monks who had plenty of time to reflect on and experiment with the different soil types and microclimates along the Rhône. All in the quest to serve God with the perfect blend, of course.

The monks received plenty of encouragement from their CEO. Châteauneuf-du-Pape – one of world's most famous vineyards – traces its origins to Pope Clement V (in 1309 he became the first of Avignon's rebel popes). He established a vineyard to develop something more palatable than the local swill. Today

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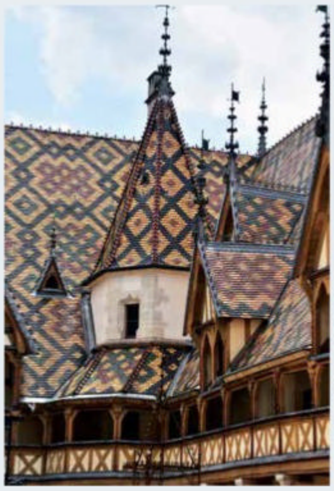


the vineyard embosses its wine bottles with a distinctive logo – the Papal mitre.

'Appellation' is a word you hear a lot during the cruise. A wine's AOC (appellation d'origine contrôlée) refers to France's system of designating wines (and other produce) according to where they're created. In broad terms the Rhône Valley's wines can be divided into Syrah/Viognier in the north and Grenache in the south.

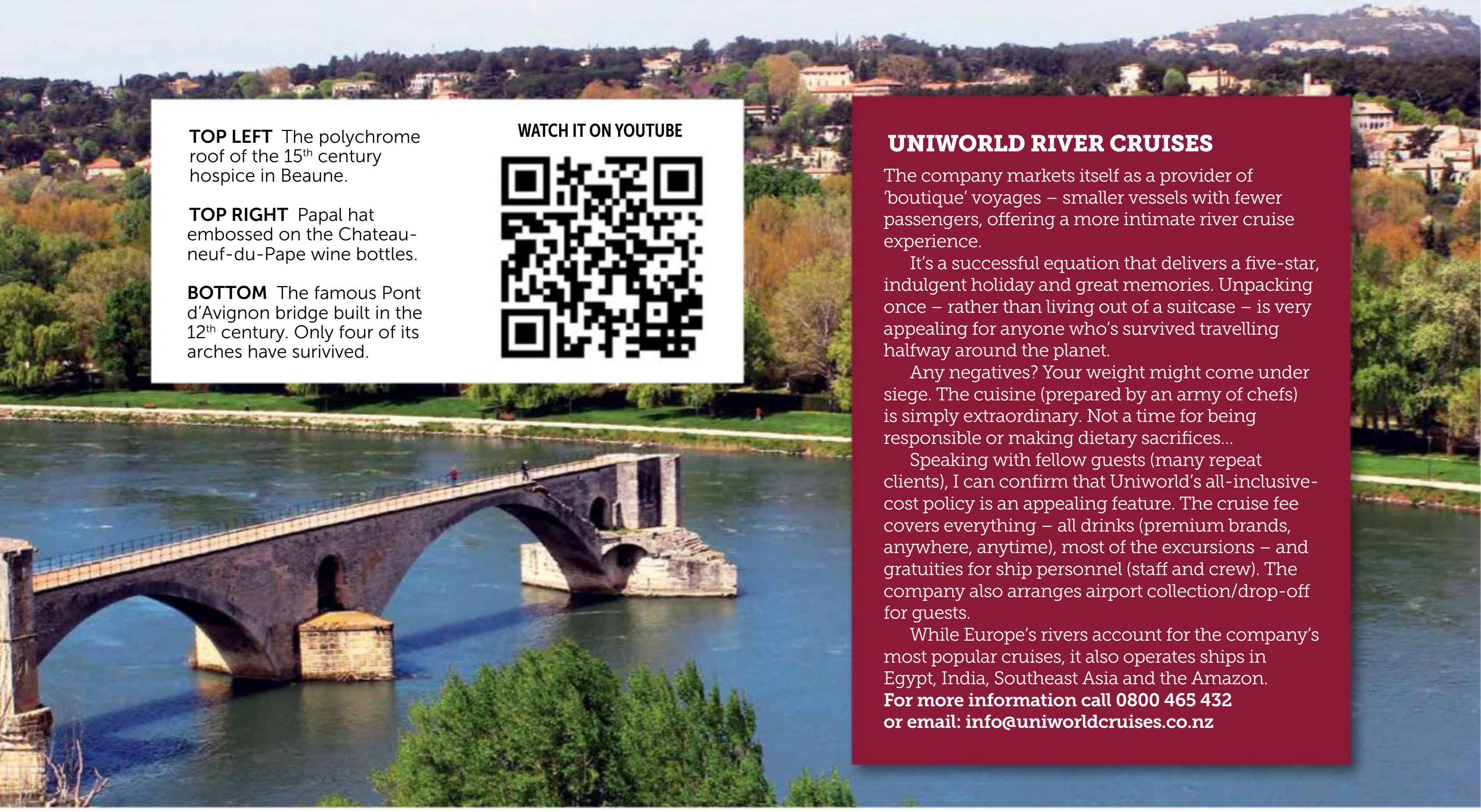
Soil and micro-climates vary considerably over the river's length, and the subtle influence of these on the wines was underscored by the *Catherine*'s sommelier. Before dinner each night he delivered a presentation about the local wine he'd chosen to complement the menu – how the soil/climate had shaped the wine – and its notable features. All were premium wines – and magnificent.

That France's wine industry occupies such a revered position in global rankings is nothing short of miraculous. I was intrigued to learn that Roquemaure – a town on the right bank of the Rhône near Chateauneuf-du-Pape – lives with an infamous reputation.

It was here that the devastating vine pest Phylloxera first attacked French vineyards in the 1860s. The insect was unwittingly introduced from North America and, in what became known as the Great French Wine Blight, eventually decimated around 75% of the country's vineyards. What a remarkable recovery.

Europe is blessed with an extensive network of rivers and canals. A five-star, luxury cruise along any of them is a wonderfully convenient way (dare I say enjoyably decadent?) for exploring a region, country – or even multiple countries – on a single voyage.

The possibilities are endless, but if you've never experienced river cruising and aren't sure where to begin, a Burgundy/Provence voyage is a trés magnifique option. BNZ



TOP LEFT The polychrome roof of the 15th century hospice in Beaune.

TOP RIGHT Papal hat embossed on the Chateau-neuf-du-Pape wine bottles.

BOTTOM The famous Pont d'Avignon bridge built in the 12th century. Only four of its arches have surivived.

WATCH IT ON YOUTUBE

UNIWORLD RIVER CRUISES

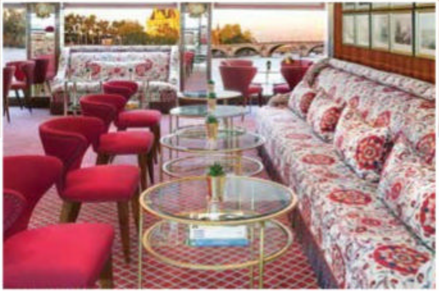
The company markets itself as a provider of 'boutique' voyages – smaller vessels with fewer passengers, offering a more intimate river cruise experience.

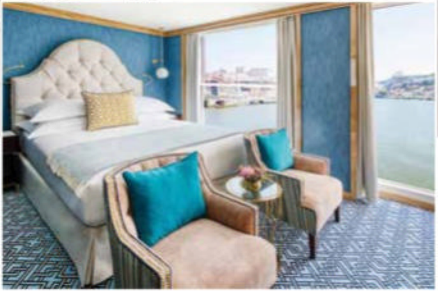
It's a successful equation that delivers a five-star, indulgent holiday and great memories. Unpacking once – rather than living out of a suitcase – is very appealing for anyone who's survived travelling halfway around the planet.

Any negatives? Your weight might come under siege. The cuisine (prepared by an army of chefs) is simply extraordinary. Not a time for being responsible or making dietary sacrifices...

Speaking with fellow guests (many repeat clients), I can confirm that Uniworld's all-inclusive-cost policy is an appealing feature. The cruise fee covers everything – all drinks (premium brands, anywhere, anytime), most of the excursions – and gratuities for ship personnel (staff and crew). The company also arranges airport collection/drop-off for guests.

While Europe's rivers account for the company's most popular cruises, it also operates ships in Egypt, India, Southeast Asia and the Amazon.
For more information call 0800 465 432
or email: info@uniworldcruises.co.nz





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FX Jetfish

Yamaha Waverunner celebrates 40 years with release of 2026 lineup

Celebrating 40 years since the release of the original WaveRunner 500, Yamaha is excited to announce the 2026 WaveRunner lineup, which includes fresh new colours and striking graphics.

FX Cruiser HO

FX HO

FX SERIES LINEUP

The 2026 line-up includes the FX Cruiser HO and FX HO models, which come with the industry's largest capacity and most powerful 1.9-litre naturally aspirated marine engine.
All FX models come with the factory-installed audio system by Yamaha, a feature-rich seven-inch extra-large touch screen, smartphone integration, built-in GPS, 168 litres of storage and heaps of additional features for those wanting to experience big horsepower combined with luxury performance.

FX JETFISH

Yamaha's dedicated fishing ski, the 2026 FX JetFish comes with Yamaha's exclusive JetFish package, which includes the Yamaha RecDeck, premium fishing kit, Garmin fish finder and GPS, and custom FX JetFish graphics.

Combined with the industry's largest-capacity 1.9-litre marine engine, this craft delivers the power, ride performance, and manoeuvrability to reach any fishing spot – from small creeks and estuaries to offshore fishing grounds.

GP 19HO

GP SERIES LINEUP

With multiple World Championship-winning credentials, the 1.9-litre naturally aspirated GP 19HO continues the unbeatable legacy in 2026. This race performance model comes with the factory installed audio system by Yamaha, a 4.3-inch Connext feature-rich colour display, mobile phone connectivity, and race-winning drive controls.

JetBlaster

JetBlaster Deluxe

JetBlaster Pro

JETBLASTER SERIES LINEUP

New to New Zealand for 2026, the compact yet powerful JetBlaster range introduces a whole new generation of riders to the WaveRunner brand, combining affordability with playful performance.

The 2026 range kicks-off with the two-seater JetBlaster, which comes with Yamaha's award-winning TR-1 marine engine and durable high-quality SMC painted hull. This ski is the most affordable in Yamaha's lineup.

Next is the three-seater JetBlaster DLX, which includes Yamaha's patented RiDE dual throttle controls, bow storage, reboarding step, mirrors, and two-tone stern mats.

Topping the series is the exciting JetBlaster Pro model, available in a three-person configuration. The JetBlaster Pro offers enhanced freestyle performance for tail stands, spins, and other adrenaline-pumping manoeuvres. These models also feature the more powerful TR-1 High Output (HO) marine engine, a feature-rich 4.3-inch display, RiDE controls, and a host of premium upgrades.

The 2026 WaveRunner lineup is expected to hit New Zealand shores in late 2025.

Pricing is yet to be confirmed.

VX Cruiser HO

VX Deluxe

VX SERIES LINEUP

The 2026 VX series comes with new colours and graphics and includes the 1.9-litre big horsepower VX Cruiser HO, and the 1049cc, VX Cruiser with the factory-installed audio system by Yamaha and VX Deluxe models.

All VX Series models feature a 4.3-inch colour Connext display, Yamaha's RiDE dual-throttle controls, and 114 litres of storage, delivering the all-round versatility and performance the range is renowned for.

VX Cruiser

PLENTY OF COLOUR CHOICES

The 2026 Yamaha Waverunner range is available in a wide range of colours and combinations depending on the model. **The colour options include: Deepwater Blue, Nightshade, Torch Red / Pearl, White, Azure Blue / Lunar yellow, Azure Blue / White, Black / Space Blue and more.**

feature

Sailing *Uma*

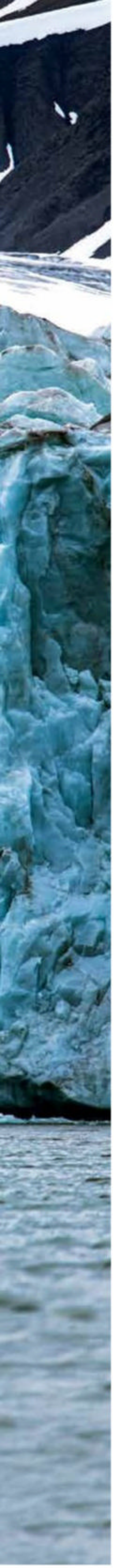
WORDS & PHOTOGRAPHY
SUPPLIED BY **AKZONOBEL**

MODERN MISSION

OPPOSITE TOP Dan and Kika of YouTube's *Sailing UMA* have been sailing for over a decade.

OPPOSITE BELOW *Uma* in her element and about to begin her initial refit, both pictures 2014. She is the couple's vehicle to a more sustainable and independent lifestyle.

BELOW *Uma* exploring the High Arctic



How a 50-year-old sailboat is pushing the boundaries of electric sailing with AkzoNobel.

When Dan and Kika of *Sailing UMA* first set sail over a decade ago, it wasn't for luxury or leisure. It was a bold leap into sustainable living, independence, and the pursuit of freedom.

Dan and Kika's journey began with a savvy purchase. A 50-year-old sailboat was listed for US$21,000, and they bought it for just US$3,000 after discovering the inboard diesel engine was beyond repair. With determination, the couple managed to get the boat operational, departing Florida with only $20 in their bank account.

Since then, *Uma* has undergone several iterations. The initial focus was on seaworthiness, followed by upgrades to prepare for an Atlantic crossing. Now, with over a decade of sailing experience behind them, a more robust budget, and trusted relationships with marine suppliers, Dan and Kika are taking on their most extensive rebuild yet.

They're deep into a transformative refit of their sailboat, lovingly referred to as *Uma 3.0*, preparing it for one of its most ambitious voyages yet.

As part of this ongoing evolution, AkzoNobel's portfolio of yacht brands has played a critical role in reinforcing both the integrity and aesthetics of the sailboat. A big factor in keeping *Uma 3.0* strong and seaworthy comes down to choosing the right coatings, and for Dan and Kika, International® has been their go-to for reliability, performance, and technical expertise.

To protect the parts of the boat most exposed to moisture, like below the waterline and inside lockers, they've used Interprime® 820. It's a tough base primer that gives them peace of mind in damp, challenging conditions.

For the boat's interior, Interior Primer 860 from International® has been their choice. It creates a durable, moisture-resistant layer that sets the stage for smooth, long-lasting finishes, which is perfect for life aboard in all kinds of weather.

Dan and Kika are taking on their most extensive rebuild yet.

LEFT & BELOW Work on the current refit is underway, including painting inside and out, with coatings, expertise and even the protective gear courtesy of AkzoNobel. Dan and Kika hope to have *Uma* back on the water soon, as *Uma 3.0,* to continue their journey.

When it comes to the hull and deck, Dan and Kika turned to the Perfection Pro Paint System – a favourite for its high-gloss finish and versatility, especially important since they're working without a spray booth. They carried out the work with proper training and support and made sure to wear the appropriate PPE throughout the process.

They're holding off on the final topcoat until the weather's just right, knowing it will add that polished look while protecting the surface from sun and sea.

Finally, to keep the hull below the waterline clean during long stretches at sea, they've chosen Micron® 99 from the Micron range by International®, a trusted solution built to withstand whatever the ocean throws at them.

Their relationship with AkzoNobel has grown significantly over the years.

"Having access to expert guidance on product selection has been a game changer for us," Dan said. "We're no longer guessing; we're building with confidence."

The heart of Dan and Kika's mission is to prove that fully electric sailing is not a dream for the distant future. It's achievable today. Their boat is being outfitted with advanced electric systems powered solely by solar and wind, eliminating the need for fossil fuels entirely.

Dan said, "Our goal is to demonstrate that an all-electric boat, built by two people with no formal marine background, can travel to some of the most remote places on Earth."

Their upcoming voyage will mark a world first: a classic boat, fully refurbished and powered only by renewables, sailing off-grid to distant shores. Through this project, they hope to challenge outdated perceptions about electric propulsion and inspire a new wave of sustainable seafarers.

Dan and Kika will be making further announcements on details of the upcoming voyage via their YouTube channel, *Sailing UMA* very soon. BNZ

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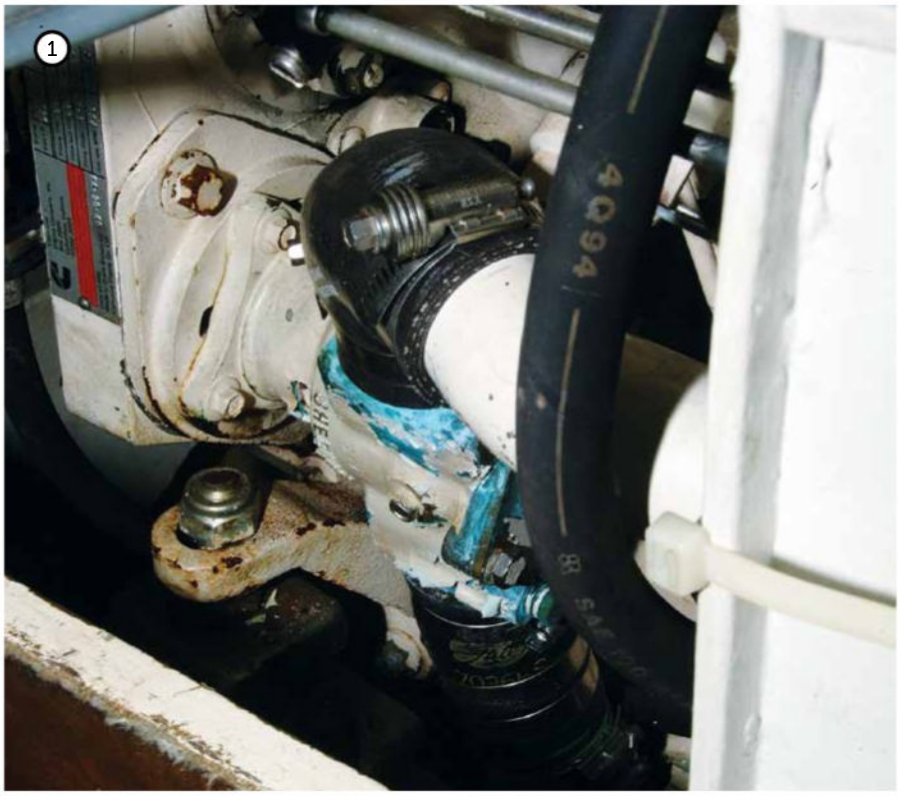
Words and photos by
PETER CAPLEN

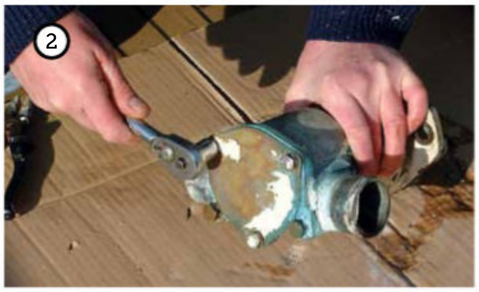
Cooling system service Part 2

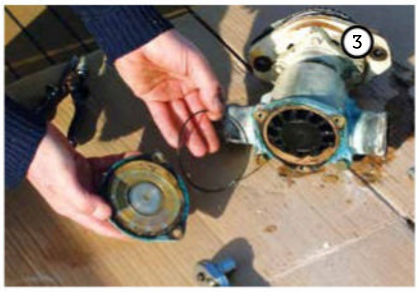
Is your boat's engine running hotter than it should, or too cool? Maybe it's time to service the cooling system!

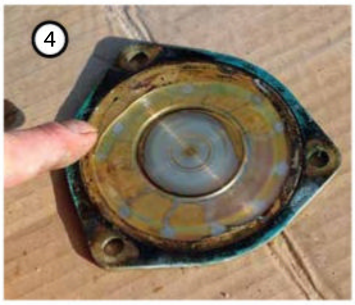
There are two major engine cooling systems in general use. The most basic is the very cheap and nasty direct, or raw water, cooling system, where sea or river water passes directly through the engine block for cooling purposes. It is seldom seen on modern engines, although the Americans still seem to like it on their big V8s. Raw water cooling shortens the engine's life and significantly reduces engine efficiency, as the engine always runs well below its designed running temperature of 80-85 degrees centigrade.

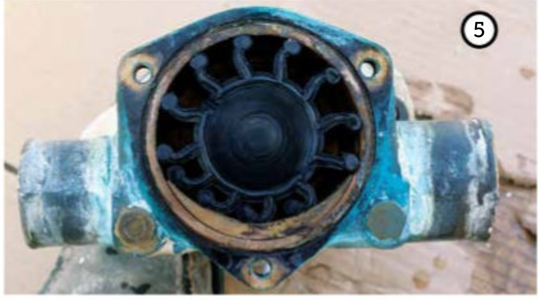
The far more efficient indirect, or freshwater, cooling system keeps the water passages clean, as only fresh water and coolant inhibitors circulate around the block. The raw water passes through the heat exchanger tube stacks and takes the heat from the clean water circulating within the block.

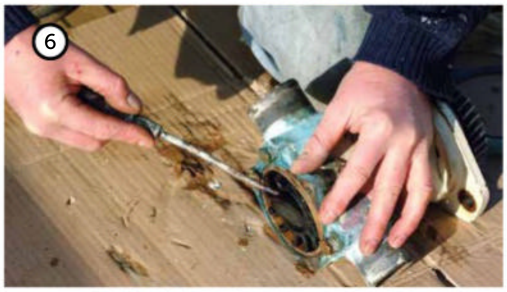


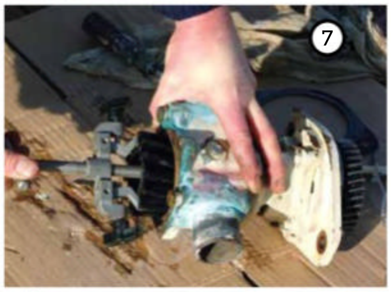


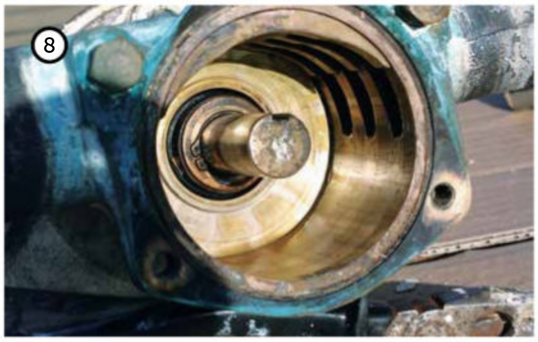


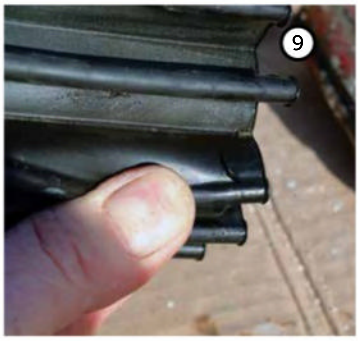








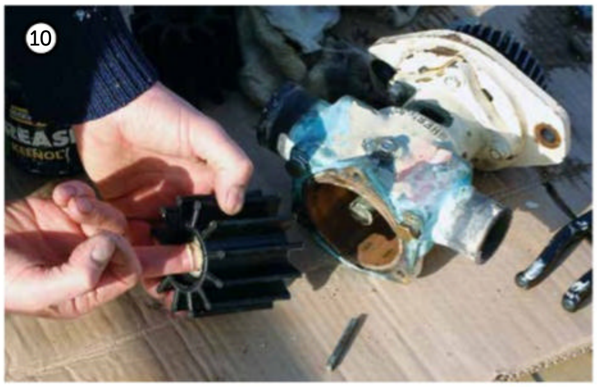




RAW WATER PUMP

The raw water pump should be an annual service item, but this one had been neglected for several years and was overdue for checking and service. I carry a complete spare pump for emergency use as it is generally far quicker to change the pump than try to change the impeller at sea.

1. In this case the pump is located behind the engine chain-case and is quite awkward to get at. Thankfully it is secured with two bolts which are quick to remove and the whole thing can be replaced within 10 minutes.
2. With the pump off the engine, the first task is to remove the cover plate.
3. Lift off the cover and gasket, or as in this case, the ring seal.
4. Check the inside of the cover for wear. If it is excessive the cover can be fitted inside out to provide a new surface for the impeller to seal against. Before fitting in this way ensure the outer face is clean and there are no sharp raised edges around the bolt holes.
5. Before removing the impeller check which way the blades are sitting to help with reassembly.
6. Removing the impeller end cover by carefully prising it off with a flat-bladed screwdriver.
7. Use a proper impeller puller to draw out the impeller. Don't use screwdrivers to prise it out as that will definitely damage the impeller and probably also damage the inner edges of the pump itself.
8. With the impeller removed, check for wear in the bottom of the pump body. Many pumps have a separate wear plate in the bottom that can be reversed in the same way as the pump cover.
9. Just to prove that it is not a good idea to ignore the pump at service time, this split shows that the impeller is close to breaking up and should have been replaced several years ago.
10. Before fitting the new impeller (or refitting the old one if it is still in good condition) liberally grease the inside to ensure it will come out easily next time.
11. If the impeller has a separate woodruff key, grease this at the same time.
12. Give the impeller blades a liberal wash with soapy water to ease insertion into the pump body.
13. Insert the impeller into the pump, turning it while pushing home to align the blades in the correct orientation that was checked for prior to removal.
14. If a woodruff key is used, slide it into the slot between the impeller and drive shaft.
15. Refit the impeller end cover. This is an important item as some pumps will not prime if this is left out.
16. If a ring seal is used, clean the groove prior to refitting. If a gasket is used, clean the mating faces and use a new one.
17. It is a good idea to use a little grease in the ring seal groove to keep it in position while the face plate is fitted.
18. Clean the face plate inner surface before refitting.
19. Make sure the pump mounting gasket is in good condition or fit a new one. When refitting the pump make sure it is the right way up with outlet and inlet in the correct orientation!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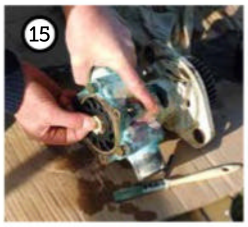
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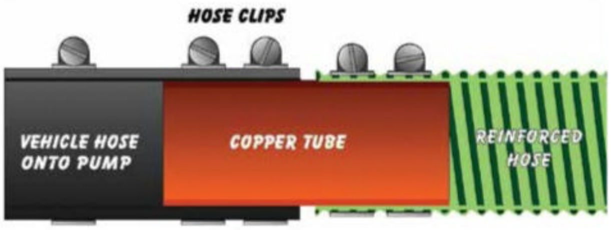
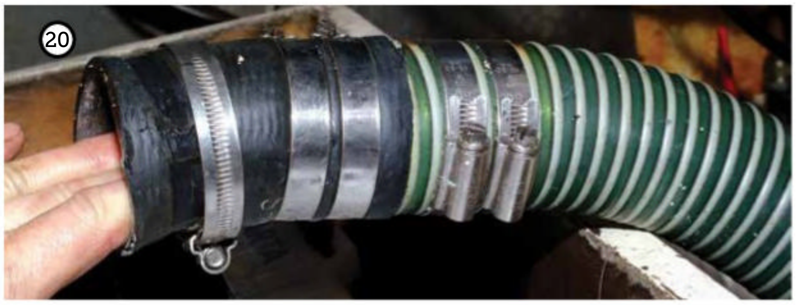


DIAGRAM 1

Where it is essential to use convoluted hose make up an end connection, use a copper tube stub four or five inches long in the appropriate size to fit inside the hose. The end of the convoluted hose is warmed slightly in hot water to soften it, and the copper tube is secured halfway into the tube with two hose clips for a permanent fix. Then use a four-inch length of vehicle hose on the exposed end of the copper, again secured with two hose clips. This hose is used to make the final connection onto the pump with a single hose clip and ensures it can be fitted and removed very easily, while still providing a reliable seal every time.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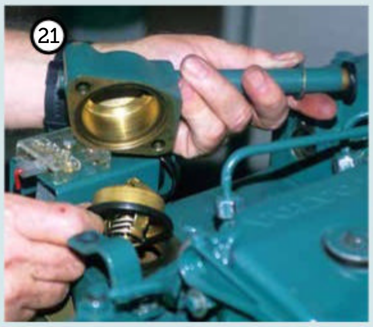
PUMP CONNECTIONS

When using a spare pump as the quick-change standby, it is important to be able to remove the hoses quickly and easily. Marine reinforced hose which is used to avoid collapse under pump suction hardens over time and often the only way to disconnect it is to cut it off and renew it. This is clearly of no use where the pump needs to be changed quickly.

20. The hose connector arrangement used for this pump is shown here. They don't take very long to make up but are worth the effort when the pump has to be disconnected.

THERMOSTAT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Thermostats are often forgotten but they can eventually go wrong and usually in the closed position which means the engine overheats quite quickly. Less serious is when they fail in the open position as in this case the engine simply never reaches its correct operating temperature. The quickest cure for a closed thermostat when away from home is to simply remove it and fit a replacement at the next convenient port of call. For an open thermostat simply keep a careful eye on the engine temperature to ensure that the thermostat doesn't decide to close. Again, replace it at the next convenient point. Test the thermostat by placing in a pan of hot water and watching to see when it opens. If it opens before the water boils you can assume it is OK. For a more accurate test, place a thermometer in the water and check the temperature when the thermostat opens.

21. Thermostats can be mounted in various ways but, generally speaking they are easy to get at and can be removed and replaced by removing the housing, lifting the old one out and fitting the new one. Fit a new gasket to ensure the housing doesn't leak after replacement.

22. Once everything has been reconnected the heat exchanger system must be refilled with a 50-50 mixture of good quality antifreeze and water and the level rechecked after the engine has run up to temperature and cooled again.

BELTS

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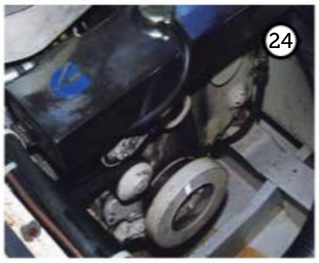
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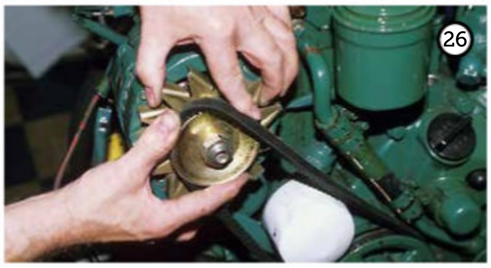
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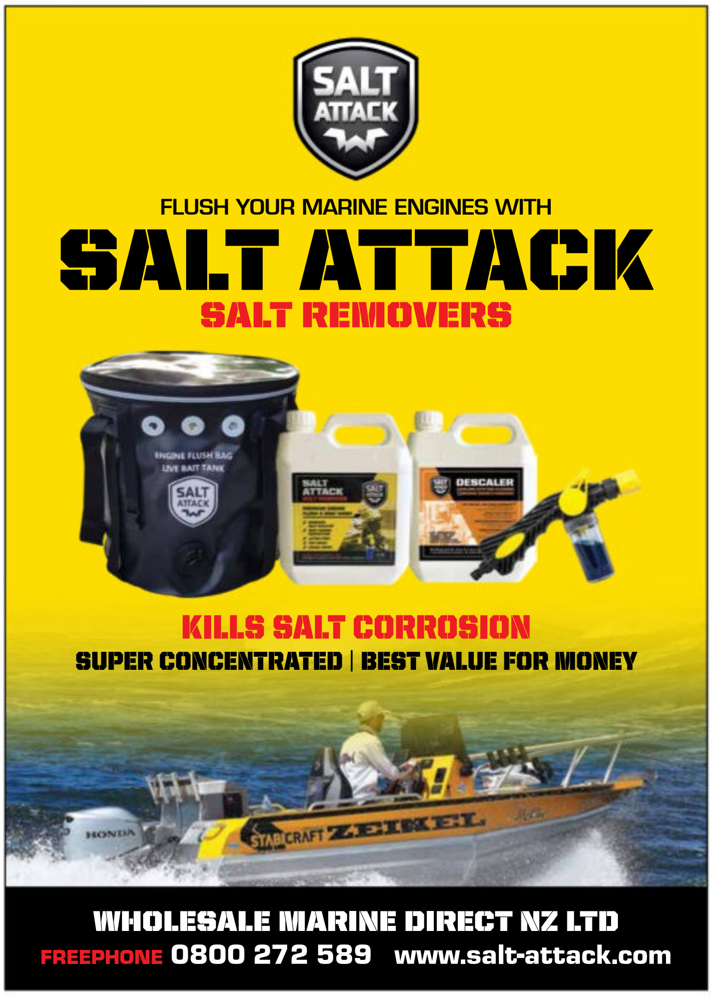
23. If the belts are protected by a cover, this needs to be removed first.

24. There are several different types of belts. This is a 'poly-vee' type. Whatever the type, it needs to be checked for wear and damage.

25. On this Cummins engine the belt tension is achieved using a spring-loaded idler pulley. Tension is released using a 3/8in square drive ratchet in the square hole on the idler arm to allow the belt to be replaced.

26. With standard 'vee' belts, when fitting a new one it is sometimes a little on the short side and the trick to getting it onto the pulleys is to place it round the crankshaft pulley and then push it as far onto the alternator (or pump) pulley as possible. Then, while holding the belt in position, turn the engine over with a spanner on the crankshaft pulley nut and the belt will roll into place. It can then be tensioned in the normal manner.



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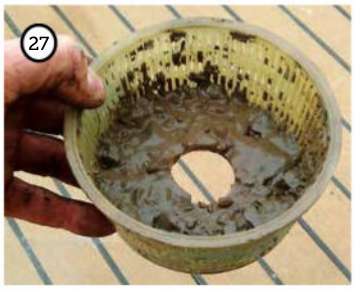
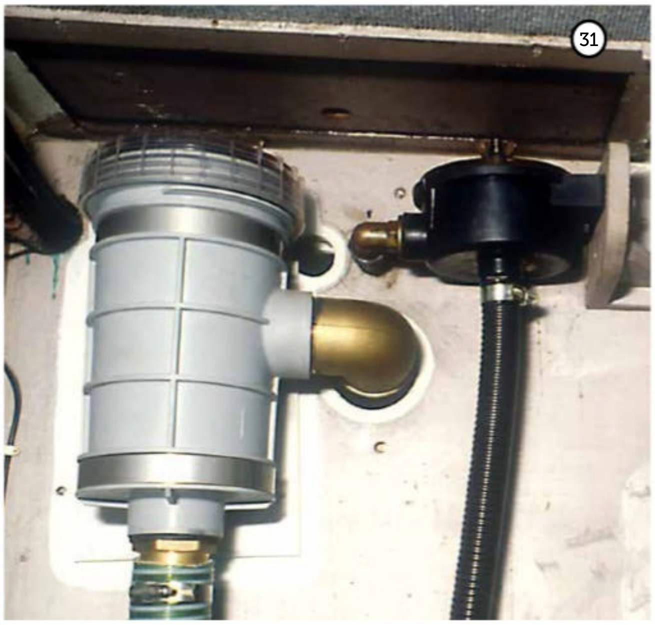
WATER STRAINERS





27. The raw water strainers need to be checked on a regular basis, especially if cruising in shallow waters. A quick flush out with clean water is all they need.

28. Make sure the pipework to the strainer is not partially blocked by rodding it through after cleaning the strainer basket.

29. Check the cover seal is in good condition and give it a light greasing to help it seal when the cover is refitted otherwise the system may not prime.

30. Here the strainers are mounted under a hatch in the saloon well above the waterline where they are convenient for quick access.

31. If a straight down connection to the skin fittings can be arranged there is less chance of a blockage occurring in the pipe and rodding through becomes very easy.

TIME TAKEN
Average one day

COMPETENCE LEVEL
Intermediate

'Hands On' should not replace professional advice.

UK COSTS

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ARG375T

Motor Yacht Service Centre (MYSC) is proud to announce its acquisition of the exclusive New Zealand distributorship for **ARG Gyro Stabilisers.** With over 14 years of experience installing the ARG range on luxury motor yachts, MYSC has built a strong reputation for delivering reliable, high-performance stabilization solutions.

Designed originally by Mitsubishi for use on the space station, ARG gyros are renowned for their rugged simplicity, functionality, and cost-effectiveness — making them a serious option for boat owners seeking a heavy-duty, no-maintenance stabiliser.

To learn more, visit www.mysc.co.nz

053

BOAT BUSINESS

Boat Business News
Review: Prestige M48 | The Catch: Chasing gannets
Sustainable boating now | Boat Bling
BoatSmart HQ maintenance tips | PWC fishing tips
Review: Buccaneer 605 Exeed

NAIAD PRODUCTION IN USA

THE WHISKEY PROJECT GROUP (TWPG), a global leader in high-performance watercraft design and manufacturing, has opened a new manufacturing facility in Edenton, North Carolina. This expansion marks a significant milestone in the company's commitment to the American market and will serve as the primary hub for building and delivering its full NAiAD commercial vessel range across the Americas.

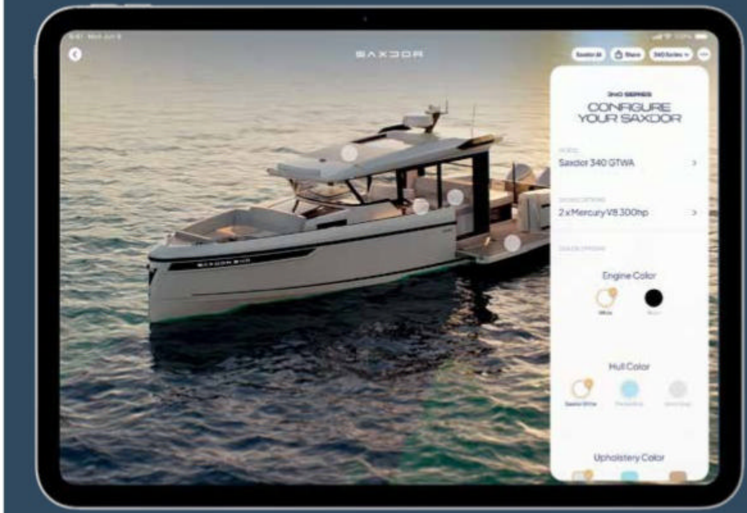
The new U.S. base will enhance service capabilities and streamline the delivery of NAiAD's Rigid-Hulled Inflatable Boats (RHIBs) to commercial and governmental clients across North and South America. This facility is vital to TWPG's mission to provide customers with a competitive advantage through superior design, innovation, and localized support.

The NAiAD brand, known as the "4x4 of the sea," is trusted for search and rescue, law enforcement, and commercial operations worldwide and will now be built in North Carolina.

"Establishing our manufacturing presence in Edenton, NC, is a pivotal moment for The Whiskey Project Group," said Darren Schuback, Chief Executive Officer. "This is more than just a new facility; it's a commitment to our American customers and partners. We are bringing our proven expertise and a legacy of building the world's most capable watercraft directly to the U.S. market, with the ability to offer build slots now to meet the growing demand for our vessels."

The new Edenton facility reinforces TWPG's

SAXDOR YACHTS' AI-POWERED CO-SKIPPER



Saxdor 340 GTWA

2 x Mercury V8 300hp

SAXDOR YACHTS introduces Saxdor AI, an innovative AI-driven co-skipper platform integrated into the MySaxdor app, designed to enhance the boating experience by providing personalized guidance and support. This technology aims to simplify boating from ownership to daily use, making it more accessible and enjoyable for users.

Saxdor AI offers 24/7 support, answering questions, guiding owners through features, and providing tailored tips to optimize boat usage from day one, a personalised and evolving experience that uses advanced algorithms developed with Cadentia to learn from users to deliver proactive recommendations and integrate services into a seamless experience.

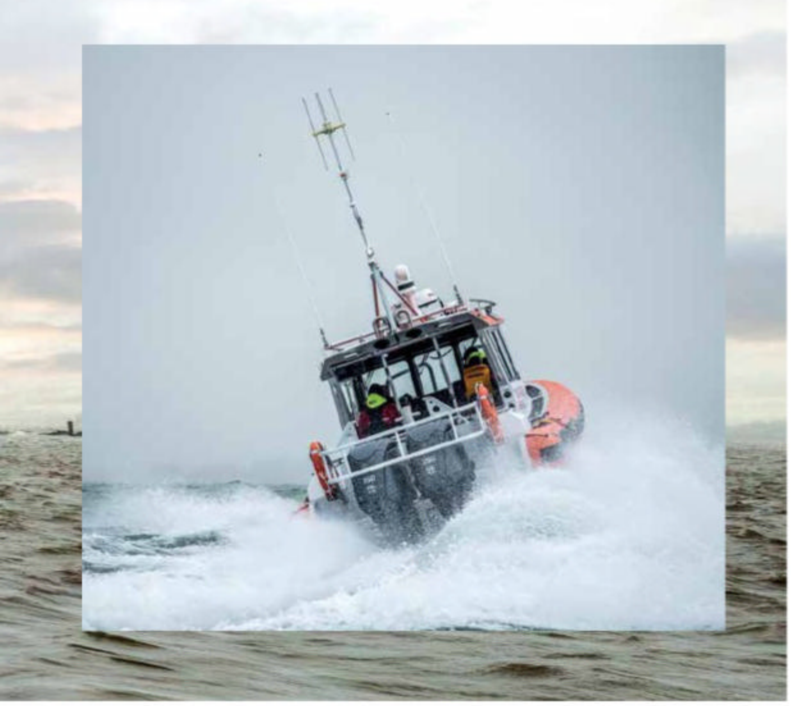
Saxdor also launched a photorealistic Digital Showroom using AI and digital twin technology, enabling immersive 3D exploration, real-time customization, and direct ordering with instant AI-assisted support.

As the first leisure boating brand to offer such advanced AI technology, Saxdor AI will be available from September 2025 on selected models, enhancing usability and lowering entry barriers for new boaters.

www.saxdor.com

strategic vision of global growth and localised service, complementing its existing manufacturing footprint in Australia and New Zealand. The expansion will create skilled jobs in the local community, leveraging the region's rich maritime heritage and contributing to the local economy.

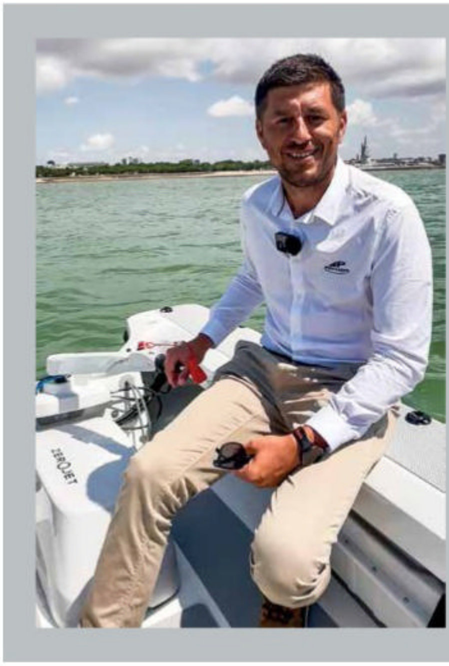
The NAiAD commercial range, including the versatile Watchtower Class, mission-focused Shadow Class, and custom tourism platforms, can be ordered from the new North Carolina facility.
www.thewhiskeyproject.us



DAVE LARSEN NEW SEALEGS CEO

SEALEGS INTERNATIONAL is excited to welcome Dave Larsen as the new Chief Executive Officer. With a proven track record in the marine industry, Dave brings a vision for innovation, growth, and global impact. At 35, he led one of New Zealand's iconic boatbuilding brands to significant growth and international recognition. Now, he aims to scale Sealegs internationally, expand its commercial offerings, and advance its amphibious technology. Dave's leadership promises a new era of bold thinking and commitment to pushing boundaries.
www.sealegs.com

YAMAHA
SEALEGS



ZEROJET AND POCHON ELECTRIFY FRENCH WATERS

ZEROJET, A PIONEERING New Zealand company, has announced a new partnership with Pochon, a leading French marine equipment distributor. Pochon will become the official sales and technical support partner for ZeroJet in France, providing local support and service. This collaboration marks a significant step in ZeroJet's mission to promote electric boating worldwide. By partnering with Pochon, ZeroJet ensures top-notch support for its customers in one of Europe's largest boating markets.

ZeroJet's innovative electric jet system offers power, efficiency, and safety, making it ideal for various vessels. The system's compact design and zero-emission operation ensure a safe and clean boating experience.

ZEROJET
ZEROJET

Pochon will handle sales, installation, and technical servicing for ZeroJet products across France, allowing French boat builders, dealers, and private owners to benefit from ZeroJet's advanced propulsion technology.
www.zerojet.com **www.pochon-sa.com**

M-PIER READY FOR SUMMER

ON AUGUST 21, in a glorious sunrise, the very first of M-pier's 78 concrete pontoons was craned into the water at Whangārei's Okara Marina. This initial 12-tonne saddle pontoon has since been attached to the 16-metre gangway and the central walkway sections launched and linked up prior to connecting to the finger piers.

The pontoons, built on Auckland's North Shore and trucked up to Whangārei, are stacked on-site awaiting launch. Having the reclaimed land available as a staging area has been a huge advantage for the build.

M-pier is on track to be 80% full within just a month of opening, with boats waiting in the Town Basin to move down and a large fleet of multihulls on its way from Fiji and Tonga.

As a board member of the South Pacific Sailing Network (SPSN), Whangārei Marina is also helping promote New Zealand's incredible cruising grounds to international sailors. With support from MDF (an Australian–NZ development fund), SPSN recently commissioned a 30-minute video from well-known YouTubers *Sailing Parlay Revival*. It captures the dream of sailing from the Americas, through the tropical islands, around New Zealand, and onwards to New Caledonia. Scan QR code for the video.

www.whangareimarina.com

MOMENTUM ELECTRIC OUTBOARD FOR NEW ZEALAND

MOMENTUM ELECTRIC MARINE'S advanced M10 electric outboard motor has arrived in New Zealand, distributed by ONEDesigns.XYZ. This lightweight, high-performance motor offers petrol-comparable power with silent, zero-emission operation, marking a significant innovation for marine propulsion.

The M10 weighs just 22kg, making it the lightest in its class, while delivering 10kW (15-20hp equivalent) power with instant torque and silent cruising. It features a plug-and-play single-cable design and a GPS-integrated trip computer. The Momentum range targets dinghies, tenders, and auxiliary yacht propulsion, combining power, efficiency, and quiet operation for an optimal boating experience.

ONEDesigns.XYZ pairs the M10 with its lightweight, full carbon fibre ONETenders M35, providing a matched solution designed for speed, stability, and precision handling, showcased in high-speed trials and upcoming demos.

For sales, demo bookings, or media inquiries:
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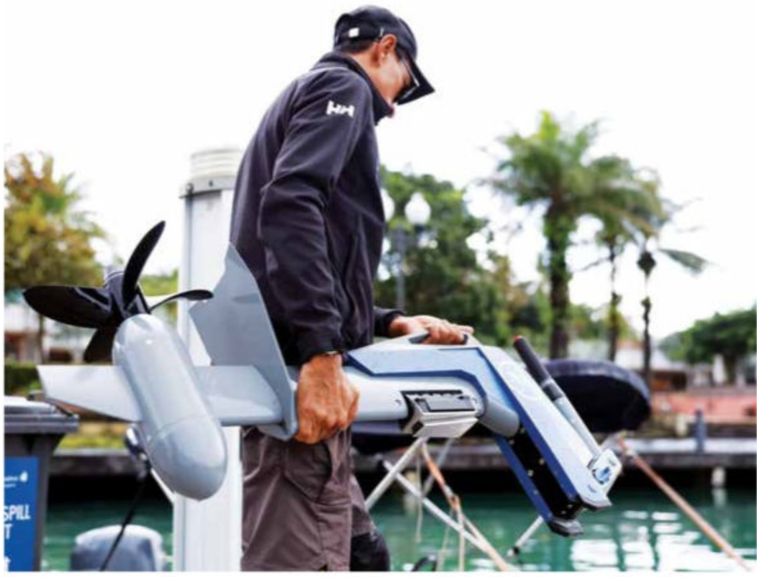

FROM SERVICE TO SALES: MYSC EXPANDS

MARITIMO'S PRESENCE in New Zealand has grown significantly with Auckland's Motor Yacht Service Centre (MYSC) now the official Authorised Sales Consultant for Maritimo New Zealand. This extends their 20-year partnership.

Previously known for maintaining Kiwi Maritimo boats, MYSC will now offer sales and ownership support under one roof. The same trusted team will continue to provide their expertise, with some new additions.

MYSC has been the home of Maritimo in New Zealand since 2005, specialising in warranty and support. Managing Director Dean Ryder's extensive experience has shaped MYSC's reputation for quality service and tailored owner support. The family-run business serves around 60 luxury yachts.

The sales appointment coincides with MYSC's investment in its Hobsonville Marina base. Stage one includes three new berths for yachts up to 25 metres. Stage two will create a purpose-built facility, featuring room for two Maritimo M75s, a mezzanine-level workshop, direct access between vessels and service areas and integrated service and boatbuilding bays. The centrepiece will be a showroom and Maritimo sales office with 12-metre ceilings and a glass frontage. The precinct is expected to be completed within 12 months.

MYSC's service division will continue unchanged, offering a 250-Point Service Plan and 24/7 emergency support. With sales added, Maritimo New Zealand owners will have a single point of contact for their entire ownership journey, reinforcing Maritimo's commitment to New Zealand.

www.mysc.co.nz
www.maritimo.com.au

NEW HEAD FOR VOLVO PENTA MARINE

VOLVO PENTA has appointed Hanna Ljungqvist as Head of the Volvo Penta Marine Business and a member of the Volvo Penta Executive Group, effective October 1, 2025. Ljungqvist, who previously worked at Volvo Penta for over a decade and most recently served as Vice President and Head of Volvo Trucks in India and Indonesia, is returning to the marine industry.

Ljungqvist expressed her excitement about rejoining Volvo Penta and leading the company into the future, emphasising the rapid evolution of marine technology and customer expectations. She highlighted Volvo Penta's commitment to sustainability and innovation and the importance of close collaborations with customers and partners.

Ljungqvist holds an MSc in Industrial Design Engineering from Chalmers University of Technology and has held various senior management positions within Volvo Penta's marine business. Anna Müller, President of Volvo Penta, welcomed Ljungqvist back, praising her strong track record and deep knowledge of the marine market.

www.volvopenta.com

NEW FACE AT ATL

ADVANCE TRIDENT is excited to announce the addition of Tom Ritchie to the ATL Team. Tom is taking on the role of Sales and Marketing Manager at Advance Trident.

With a huge passion for the water, whether it's fishing or diving, he's well equipped to support Advance Trident's ongoing success. Tom looks forward to leveraging experience gained working in London with his local knowledge to help enhance the company's presence in the market and drive new opportunities going forward.

Before travelling overseas, Tom spent three years with Garmin NZ, where he gained a deep understanding of both the marine and tech sectors. His time abroad gave him a broader global perspective and a renewed appreciation for what the New Zealand lifestyle has to offer.

As the son of Hutchwilco CEO Tim Ritchie, Tom gained firsthand insight into the industry. This connection, combined with his appreciation for and interest in marketing, positions him well to help guide Advance Trident to new horizons.

www.advancetrident.co.nz

FREEDOM BOAT CLUB CHRISTCHURCH AND FREEDOM LOCAL

FREEDOM BOAT CLUB, the world's largest boat club, is expanding in New Zealand with a new location at Te Ana Marina in Lyttelton, Christchurch. This expansion includes the launch of Freedom Local, a membership tier offering affordable, easy access to boating for Kiwis.

Te Ana Marina, Canterbury's only walk-on floating marina, provides secure, modern facilities and access to Lyttelton Harbour. Members can enjoy fishing, exploring hidden bays, or cruising with views of Banks Peninsula without the commitment of boat ownership. The fleet includes premium vessels like the Sea Ray Sun Sport 230, Rayglass Legend 2350, and for Freedom Local members, the Stabicraft 1850 and Rae Line 186.

"We're excited to bring Freedom Boat Club to Christchurch and call Te Ana Marina our newest home," said Scott Williamson, owner of Freedom Boat Club New Zealand. "Lyttelton Harbour offers some of the best boating in the country, expanding accessibility and delivering a world-class on-water experience."

Freedom Local is tailored for local boaters seeking weekday access at a lower cost. "It's our most accessible membership yet, designed for Kiwi boaters who want great value and a simple way to enjoy the water," Williamson added. "No maintenance, no storage, no launching – just book, board, and boat."

The new location is open for membership, and Freedom Local sign-ups are available. For more information, or to schedule a tour, visit: **freedomboatclub.co.nz or email: NewZealand@freedomboatclub.com**

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"#IMREPOWERINGWITHYAMAHA" WINNERS ANNOUNCED

YAMAHA MARINE NEW ZEALAND has announced the winners of their #ImRePoweringWithYamaha competition. Ez Faauli of Nelson won a new Yamaha 150hp four-stroke outboard for his Osprey 620 boat. Additionally, Emilie Servais was named the 'People's Choice' winner, receiving a new Yamaha four-stroke for her 16-foot Glasscraft.

The competition, launched in July, invited Kiwi boaties to submit videos explaining why they needed a Yamaha repower. With over 250 entries, Ez was chosen by the Yamaha judging panel, while Emilie was selected through public voting on social media.

Ez expressed his gratitude, highlighting the benefits of the new outboard for his family and community activities. He uses his boat for various purposes, including supporting local events and working with at-risk youth.

In the coming weeks, Ez's boat will be repowered at Nelson Marine Centre.

www.yamaha-motor.co.nz

2025 ImRepoweringWithYamaha winner Ez Faauli with his family aboard their Osprey 620, soon to be repowered by a new Yamaha 150hp four-stroke outboard.

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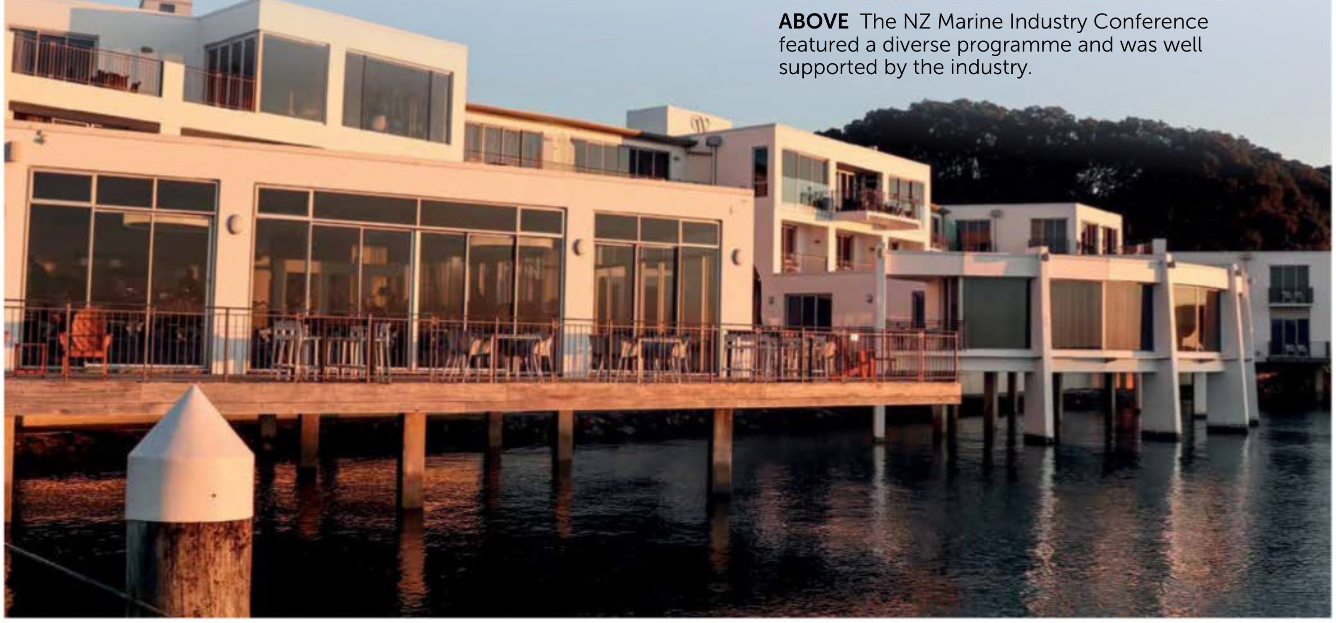
NAVIGATING THE FUTURE

THE NZ MARINE INDUSTRY CONFERENCE 2025, held from 11 to 13 August at Trinity Wharf Hotel in Tauranga, was the largest and most dynamic gathering in the event's history. Hosted by the NZ Marine Industry Association, the conference brought together 140 delegates, 23 expert speakers, and ten sponsors. The event explored cutting-edge technology and forward-focused strategies, steering New Zealand's $3 billion marine sector toward global leadership. Highlights included sessions on AI capabilities, sustainable power solutions, and export strategies, along with opportunities for networking and collaboration. The conference concluded with a lively dinner featuring comedian Ben Hurley, celebrating the industry's innovative spirit and promising future.
www.nzmarine.co.nz

ABOVE The NZ Marine Industry Conference featured a diverse programme and was well supported by the industry.

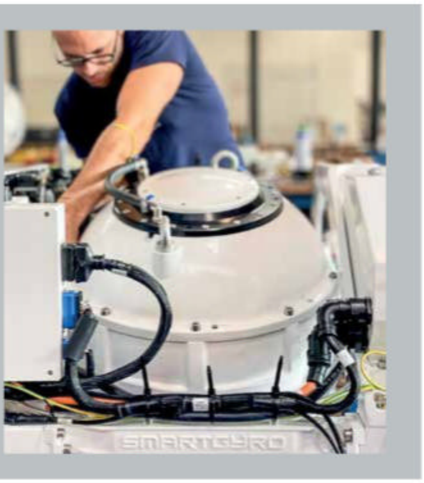


SMARTGYRO SG40

SMARTGYRO, a leader in marine stabilisation technology, has announced the launch of the optimised SG40 model. Designed for vessels 15-18m, the SG40 offers onboard maintenance, easy installation, and seamless refit integration. The re-engineered system delivers greater torque, enhanced serviceability, and lower power consumption while maintaining its compact size.

Fabrizio Stifani, R&D Manager, highlights that this upgrade builds on proven success and aligns with Smartgyro's long-term engineering roadmap. Key improvements include increased anti-roll torque, reduced weight, and lower power consumption.

Experience the new SG40 at upcoming international boat shows.
smartgyro.com



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TRITON
HEARING

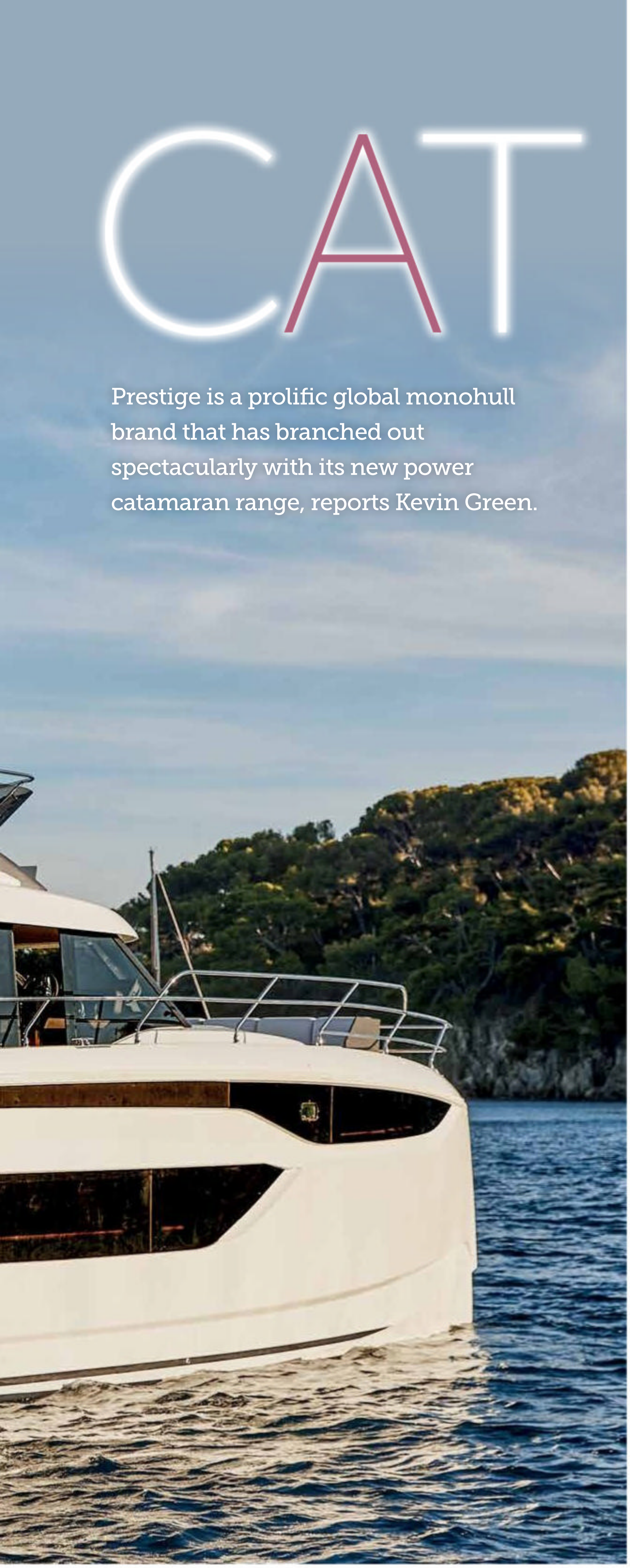
review

Prestige M48

COOL

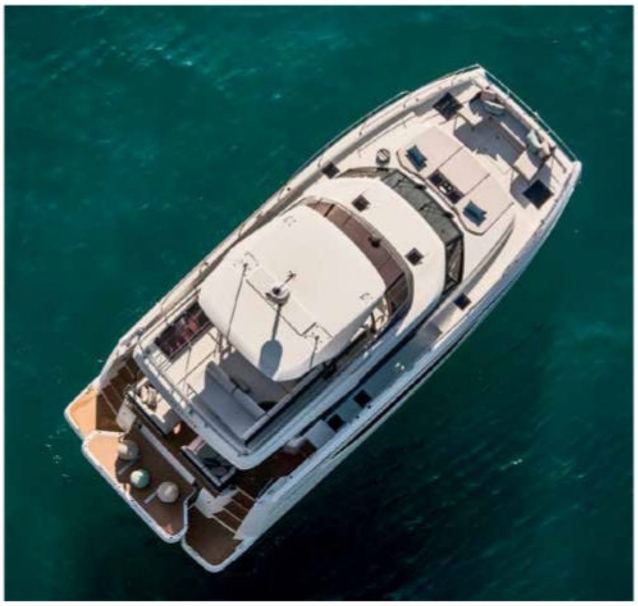
WORDS BY **KEVIN GREEN**
PHOTOGRAPHY **SUPPLIED**

PRESTIGE
M48



CAT

Prestige is a prolific global monohull brand that has branched out spectacularly with its new power catamaran range, reports Kevin Green.



Showing your hand too early in poker, or indeed in any emerging market, is a gamble, so the Beneteau Group wisely took their time in releasing a new power cat range. Of course, the odds were highly stacked in their favour, given the vast experience across this group of companies. And another wise play was choosing the Prestige subsidiary and its well-credentialled Garroni family to do the design.

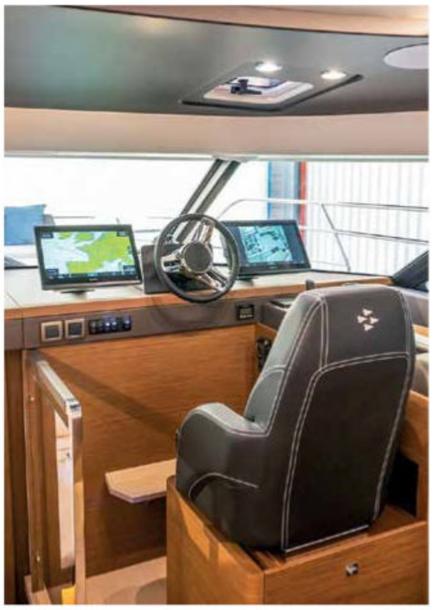
The result was before me at the Sanctuary Cove Boat Show 2025, the stylish M48 power catamaran – the first in a new range that includes larger sister, 65-foot M8, and the recent M7 (17.84m) announced at the 2024 Cannes Boat Show. Francophiles might consider taking up Australian dealer TMG's offer of taking delivery on the Med.

As to where this new range will fit into the already crowded global power catamaran market, a major clue comes from Beneteau's June 2024 reorganisation. It's now split into three major divisions: Sailing (monohulls and multihulls), Dayboating (motorboats from 20 to 40 feet for day cruising) and Real Estate on the Water (motoryachts from 40 to 80 feet).

The Prestige M range fits into the latter, so apartment living is the standard and high comfort levels are aimed for. Stepping aboard this first M48 at Sanctuary Cove confirmed this approach to me and demarked the model range with some clear market differentiators: an extremely high standard of finish with the emphasis heavily on life at anchor or at slow motion, given its modest performance. However, this doesn't preclude a hull sturdy enough to cope with the big swells of Sydney, as I experienced during our sea trial.

Walking down the pontoon from Aussie dealer TMG's office at The Spit in Sydney, the side profile of the M48 confirmed again to me the stylish aesthetics typical of the Prestige powerboats I've sea-trialled over the years. Raked lines, cleverly disguising ample volume. That was only the side profile; a closer look revealed a fairly narrow vessel, by catamaran standards, so it will fit into a berth suitable for a 60-foot monohull. Some unusual design features, such as the transom garage-cum-locker, prompted me to check the bridgedeck clearance (estimated to be about 0.8m), which is adequate.

Stepping aboard via the wide hydraulic swim platform sets



the tone of what is clearly a luxury power catamaran, with a covered stern cockpit and semi-open flybridge. The swim platform elevates to nearly deck level and is rated at 250kg and so can take a 3.6m Highfield tender with a 20hp outboard. Inside the large garage, our review boat had an 11kW generator with water tanks forward, plus storage; its door relies on good seals because it's just above sea level. There's also access to it from the cockpit sole.

The large cockpit has teak underfoot and a good wet bar and fridge. It can accommodate perhaps 12 around the table, seated on the transom couch and adjoining small seats. It's a versatile space because, instead of mouldings, stainless tie-rods fix the Roda furniture, allowing the central transom to open, creating a balcony or terrace when the swim platform is elevated. Hatches in the sole on both sides of the cockpit provide engine access and the cockpit's port side even has a gunwale door.

SPACIOUS FLYBRIDGE

Climbing up the wide teak stairs to the flybridge reveals a third level of living space, along with the main helm. Here, the same flexible and semi-customisable approach is used as in the main cockpit, with a rod-mounted U-shaped couch, movable backrests, and a dining table. The fibreglass top provides shade while still allowing good airflow and sunbathing at the back. Forward is the wet bar, and to port is the main helm station – ideal flexibility because the downstairs helm is on starboard.

OPPOSITE Downstairs helm station and spacious saloon are luxuriously appointed. Underway, the boat cruises at 12-15 knots.

ABOVE Accommodation options include an owner's suite and various twin or double cabin configurations.

The helm station's adjustable, outboard wheel makes berthing easy, and the views are superb – especially useful for those tropical, coral-strewn parts of the world. Engine controls include a joystick that integrates a bow thruster with the Volvo 320hp shaft-drives. Navigation is via twin 16-inch Garmin multifunction displays and the Volvo digital display. A separate paddle control for the bow thruster is handy, given the windage of this style of boat. In addition, a third station can be fitted downstairs to port, but our boat came with a wireless Dockmate joystick controller that skipper Joe Fox ably used during our marina departure.

SMART DESIGN

Our review boat was hull number 15 of the M48 range. The M48's naval architects included some of the biggest names in French design, with Phillip Briand and Marc Lombard cited, but the laws of physics are even more famous. Elements such as power-to-weight, windage and drag.

Taking the first, the modest 320hp engines require an efficient hull form to reduce drag. And, as a non-planing vessel, the M48 comes with sufficiently wide hull forms to cope with load while avoiding excess drag. In addition, as mentioned, there is enough bridgedeck clearance to further reduce wave slap.

The build is infused GRP laminate, which minimises the M48's weight (17.5 tons). The build is done in Jeanneau's vast Les Herbiers plant, while the M7 and M8 are built in their Italian yard on the Adriatic Sea, one of my favourite cruising grounds. Hull shape comprises tall topsides with reverse bows, which also have spray flanges.

Propulsion on the M48 is via V-drive shafts that connect to the Volvo 320hp D4 engines. These turbocharged, four-cylinder, 3.7-litre, common-rail power plants are ideal workhorses for this type of displacement vessel. Accessing them is via a false floor in each hull, which slightly impairs servicing but is still accessible. Above these floors, most of the electrical systems are located, safely away from water incursion.

Stored power is a bank of three AGMs (400Ah) controlled by a digital management system located in the saloon.

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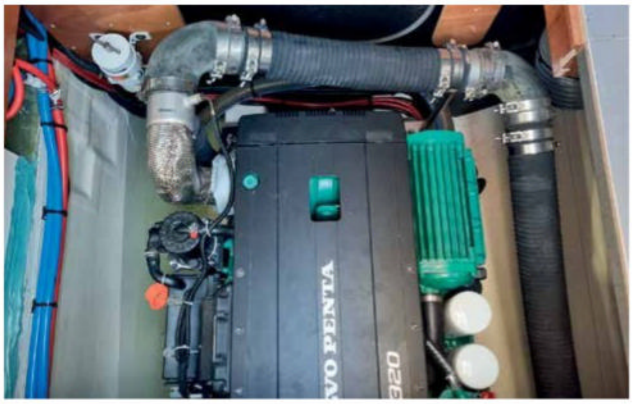


TOP Kevin at the upstairs helm, situated on the spacious flybridge, shown on the opposite page.

ABOVE Modest Volvo Penta D4 320hp engines power the vessel through v-drives.

WIDE SIDE DECKS

Deck space is generous, with wide side decks and tall guardrails that guided me forward to the foredeck. The unconventional bow layout can offer a vast amount of lounging space, with optional seating across the bows under a sun awning, in addition to the conventional sunpads used on our review boat. Not an advisable option for anyone going offshore, but ideal for boating Sydney Harbour, the Gold Coast Broadwater or the Waitematā.

Practicalities are not forgotten, with a smallish Lewmar windlass and deep anchor locker allowing easy anchor deployment. Large lockers on either side under flush hatches are big enough to house a crew (an option), with a head on the opposite side, and can be air-conditioned.

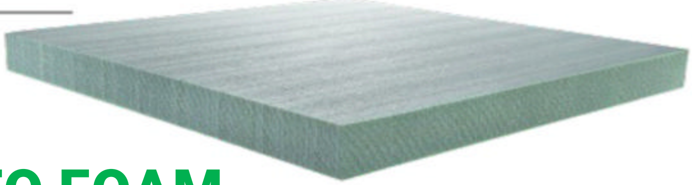
SALOON

Entering the saloon, I found the walnut veneers with matching rattan carpeting and stylish fretwork panels throughout projected a sense of calm. The colours chosen could have made the space feel a bit gloomy, but instead the tall surrounding windows enliven the entire space with natural light.

The layout has an enclosed galley at the back with elevated dinette in the middle and a compact helm station to starboard. Vertical bulkheads maximise space, with skylights and large front windows for navigation.

The enclosed aft galley has a narrow entrance, so it's secure at sea, but a bit constricted for two people preparing food. However, its rear opening window is ideal for serving the cockpit. Cooking is courtesy of an induction cooktop and convection microwave oven. There's a deep sink, a small dishwasher under the bench

From the empty bottle to a genuine foam core ...



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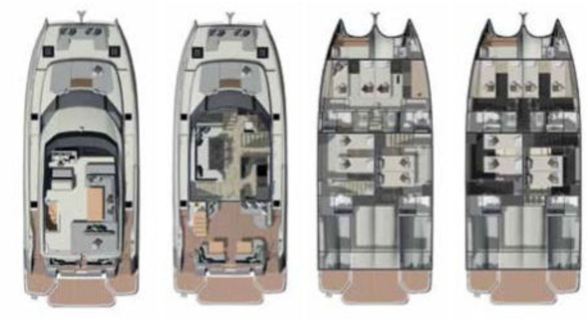

...the odds are very favourable for the Prestige M48's success in this burgeoning power catamaran market.

and a washer dryer is also secreted in the nacelle starboard side. There's a household-style fridge with freezer and underfloor storage to keep the red wine ambient; the glasses are stored safely in recesses among the cupboards opposite. This cupboard also houses the digital electrical management system, which includes the main battery switches.

In the lounge, sumptuous Roda cushioning encloses the marble dinette table, which should seat eight around the U-shaped couch. The stylish marble-like finish is actually composite – the same material used for the worktop in the galley. Opposite is the bulkhead with an elevating television, near a small but functional side deck door. This is just behind the single helm seat. This helm has most of the same equipment as is installed in the flybridge, apart from smaller 12-inch screens, making it the ideal place to navigate from when offshore.

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OWNER'S SUITE

The M48 is intended as an owner's boat, so it has three large cabins, but a four-cabin version is available, all of them roomy because of a major feature that few competitors have. This is the near-deck-level master suite. The master cabin is the outstanding feature on the M48 because it uses the full 20-foot beam to create an extra-large room. Its positioning in the bow is not ideal during offshore passages, but at rest it's the place to relax. Either on the king-sized bed or on the equally large settee, one of the largest I've seen in this category. To starboard is a vanity with lots of drawers, so more of a desk.

Storage is also good, with underfoot lockers and large wardrobes. Ablutions are separated across the space, with the spacious shower stall port side and the toilet on starboard, ensuring privacy for both. Natural light is plentiful, including from forward-facing windows and large skylights, which are also good for natural airflow. Again, the stylish Garroni finish is apparent with darkwood fretwork patterns on the headboards and accompanying bulkhead finishes.

The two double cabins are the same, one in each hull with dedicated entrances, and handily, their athwartship beds split to become singles. They offer great versatility with style, including the Corian-clad bathroom. Spacious with a shower and toilet, its location aft insulates the accommodation from engine noise. As a guest, my pick would be the starboard cabin with ensuite, as the port cabin has a corridor between it and the bathroom, which is the day head.

MOTORING ON SYDNEY HARBOUR

A bumpy Sydney Harbour proved a good testing ground for the M48, with just enough swell to send the spray over the decks. Sat high up at the flybridge helm, I remained dry, if slightly windswept.

The electronic steering wheel and matching throttles did my bidding quietly, allowing me to focus on the oncoming ferries, the yachts demanding their right of way, and the hardy canoeist braving the 18-knot westerly. Setting off in long-range cruise mode – at eight knots – is ideal territory for the M48, giving a decent range of about 500 miles. Moving up to a fast cruising speed (15 knots), while at a 30-degree angle to the metre-high swells off Sydney Heads produced little complaint from the M48. No groans, crashes, or indeed any structural sounds, which I found impressive. Still, this is what the M48 is designed for, so it's clearly fit for purpose.

Stepping below decks, I used the inside helm for our top-speed trials, noting no change in trim at speed, so my view wasn't obscured. With the throttle fully down, our maximum speed reached of 20 knots means there is more than enough speed to outrun a bad squall if needed. Also, the sound levels seemed much quieter than the 70dBA we recorded, as the cab seemed fairly hushed. Returning to Middle Harbour with a following sea, I played the throttles to give an enjoyable downhill ride before doing some slow manoeuvring. Despite a strong side wind and the vessel's tall topsides, the Volvo joystick controls allowed me to motor straight astern (using the single bow thruster with the shaft-drive engines).

So, my experience with the M48 confirms my original hunch: I'd say the odds are very favourable for the Prestige M48's success in this burgeoning power catamaran market. BNZ

ABOVE The new Prestige M48 offers a lot of space and considerable comfort.

Prestige M48

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HIGHLIGHTS

- Efficient hull design, relatively light weight
- Cruises comfortably at up to 15 knots
- Stylish Garroni interior details

SPECIFICATIONS

loa	14.79m
beam	6.00m
draft	1.08m
bridgedeck clearance	0.8m (estimated during sea trial)
displacement	17.5 tonnes
fuel capacity	2 x 600 litres
water capacity	600 litres
test engine	Twin 320hp Volvo Penta D4s on V-drive shafts
CE Category	B for 12 people
cruising speed	8-15 knots
max speed	20 knots

PRESTIGE
M48

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THE **CATCH**

with MARK KITTERIDGE

Gannet chasers

Work-ups can provide some of the most spectacular sights and amazing fishing experiences. No wonder so many anglers are addicted to looking for them!

Although the term 'work-ups' can describe all sorts of surface-feeding activity involving predators and baitfish, in this instance we're talking about the large pilchard schools brought in to the more northern parts of New Zealand by ocean currents, particularly during spring and autumn, though this phenomenon can occur at any time of year.

Pilchards have very oily flesh with soft fins and bones, so virtually every predator wants to eat them, from undersized snapper, small kahawai and rat kingfish to tuna, sharks, dolphins, and whales. That's why, for every work-up, anglers can never be sure what predatory fish might be in attendance!

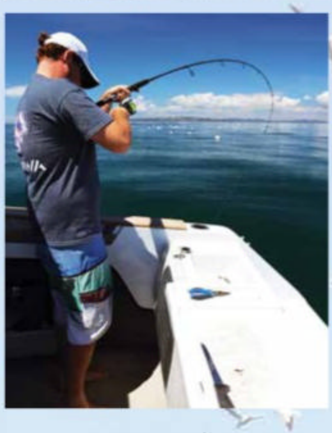
HOW TO FIND WORK-UPS

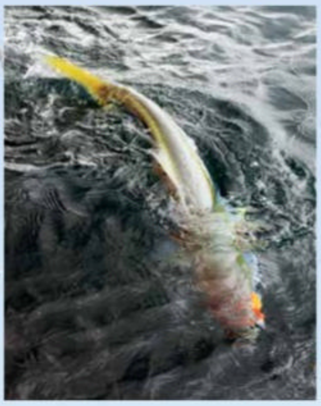
Although pilchard schools can be found in hundreds of metres of water right into coastal shallows, there are definitely specific locations that enjoy more regular pilchard work-up activity. The most common work-up areas for Aucklanders tend to be: offshore from Omaha/Sandspit/Flat Rock around the 'Cable Zone' near Little Barrier Island in 40-55m of water; three to six nautical miles (five to eight kays) off the back of the Noises in depths around 40-45m; five nautical miles south of Anchorite Rock; and outside Coromandel's Fantail Bay.

But, of course, we're dealing with nature and tiny creatures that swim around in a huge expanse of water, especially when they are being chased by hungry predatory fish, seabirds, dolphins, and whales. So in addition to knowing where they often naturally gather, we must watch for congregations of gannets, along with milling dolphins and actively feeding whales. All three animals can lead us to where the baitfish are, and hopefully snapper and kingfish below them.

Congregations of gannets are definitely the easiest to spot, especially on a fine day, when their whiteness shows up nicely against a blue sky background. However, stopping occasionally to scan around with a decent pair of 7-8x magnification binoculars will make a big difference to spotting success, particularly as we get older!

In fact, just seeing groups of gannets all heading in the same direction can provide a vital clue as to where the activity is occurring. So while it can sometimes seem like a waste of time and money as the kilometres zip by and only clear ocean shows ahead, it's all worthwhile when suddenly, there it is! A massive





work-up with hundreds of gannets in attendance, along with heaps of dolphins and maybe a whale or three. You have to keep the faith.

Spotting rafts of gannets sitting on the water can be a positive sign, too. Even though they are no longer actively feeding, they may well have been earlier, and it takes a while for all the dead and injured baitfish to drift down to the bottom, where predators such as snapper lie in wait.

Or maybe they're sitting on the surface because the pilchards have gone deeper – the activity might well start up again soon. So it pays to cruise around these birds looking for marks on the fish-finder or to drop down jigs or weighted baits slightly up-current and drift back through the 'exhaust' of a recent work-up.

Dolphins can indicate the presence of baitfish too, but even when they're feeding they are usually fast moving, making dolphin work-ups difficult and frustrating to fish. Constant repositioning is necessary.

As for whales, they can eat a school of pilchards in one gulp, but seeing whale spouts can still be a useful lead, as they often attend bigger work-ups.

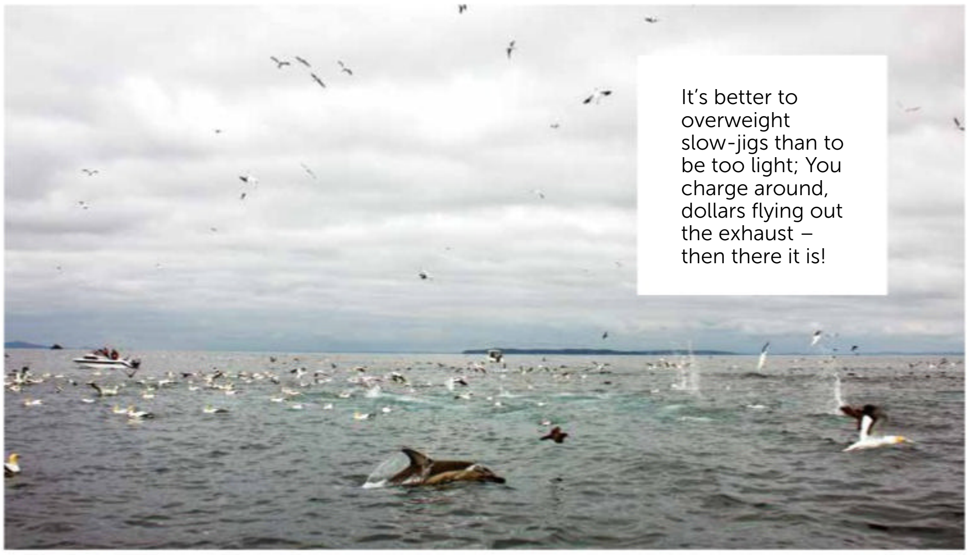
FISHING THE WORK-UPS

No matter how many work-ups you see and fish, it's almost impossible not to get excited by the sight of hundreds of gannets plummeting into the water, perhaps accompanied by the watery explosions of feeding dolphins. Any work-up fished could result in something special happening.

But don't spoil the opportunity by charging into the middle of the activity. Instead, slow the boat's speed at least 60-70 metres from the centre of activity, and try to end up stopped either just ahead of where the work-up's moving towards or slightly to one side.

Now it's time to drop down something tasty.

Binoculars, baitfish and kingfish, which is why a 10-15kg casting outfit can often bring home the bacon. Diving gannets: a sight to make a work-up fisher's heart sing!



It's better to overweight slow-jigs than to be too light; You charge around, dollars flying out the exhaust – then there it is!

BAIT OR LURES?

As a fanatical lure fisherman, I'm always going to opt for lures, but bait will do the job nicely, too.

BAIT RIGS

The most efficient way to catch snapper on bait in 30-60 metres of water (or more) is with a decently weighted ledger/'flasher' type rig armed with circle hooks. 'Decently weighted' means at least 6oz for this style of fishing, ideally in a streamlined teardrop or torpedo style so it gets down fast.

Baits should be slim, reasonably tough, and hooked just once at one end, as a circle hook's point and barb must remain exposed to work properly. Try strips of fresh kahawai, salted skipjack or mullet, or whole small squid. With bigger squid, the heads, complete with tentacles, can be excellent, too.

Or try using 'stray-line' rigs - placing just enough weight directly on top of the hook to get the bait down. This can mean two or three 1-2oz bean/ball sinkers down on the hook (perhaps tooth-picked in place so they don't slide up the line on the drop) to get the job done. It can be an ugly-looking rig, but it does allow you to use larger baits, which tend to attract any bigger fish in attendance.

LURES

Work-ups are perfect for anglers who like using lures. Sometimes pretty much anything will work, but at other times the fish can be surprisingly fussy or selective, with one lure type, colour, weight or lure-fishing technique doing all the damage. This is especially true of slow-jigs and softbaits, with one often outperforming the other.

SLOW-JIGS: There's no denying slow-jigs have converted a lot of bait fishermen; after all, everyone can drop a weight to the bottom then wind it up slowly. Repeat, and repeat again. That's all that's required when using slow-jigs!

However, for their full potential to be realised, a whippy rod attached to a reel filled with around 200m of 15-20lb braid and tied to a couple of metres of 30-40lb fluorocarbon leader (use an FG knot. It's a pain to tie, but very worthwhile) is the best combination. Attach the end of the leader to a slow-jig (or knife jig or slow-pitch jig) weighing 100-150g, depending on how deep the water is and how strong the wind and tide are. In fact, I'll use lures up to 200g if necessary, as it's vital they get to the bottom where most of the snapper are and stay there.

Next, it's time to lure the snapper onto the jig's hooks. Although the simple wind-up method mentioned earlier can do well, I prefer a slow mechanical jigging motion, which involves repeatedly lifting and dropping the rod in harmony with every rotation of the reel handle. This creates a constant rise-and-fall motion, as well as serving to slow the lure's progress towards the surface, ensuring it's in the 'zone' for longer. Just how far up the angler winds/jigs the lure can depend on the situation but is typically around three to eight metres.

SOFTBAITS: It's weird, but sometimes softies work so much better than jigs, despite usually taking longer to get down to the sea floor. At other times, they suddenly stop being effective, and jigs take over. That's why it pays to have both sorts of rigs on board if possible. However, softbaits are much harder to use effectively in deep water (I've written entire features on the subject in the past!), so here are the basics:

Use a soft-bait rod with a firm, stiffish action around 8ft long paired with a 4000-size spinning reel loaded with 20lb braid. The 20-30lb fluorocarbon leader should be around 2-3m long and tied to a 1-2oz jig-head.

Cast well ahead of the boat's in the direction of its drift, then whip several extra rod-lengths of line onto water's surface in front of you. Watch the extra line like a hawk during the softbait's descent, and strike firmly if it starts zipping away. If there are no strikes on the drop and all the spare line on the water's surface is about to disappear, continue releasing line using single rod-whips so the lure can carry on sinking to the bottom unimpeded. Once the line slackens (strike firmly just in case it's a fish…), the lure is on the bottom, and you can commence the retrieve. Don't wind in all the way, just 8-10 metres or so, before dropping the lure back to the bottom. Repeat this until you get bit or the line angle becomes too great.

Again, I find retrieving with a mechanical-jigging motion works very well, but setting a jighead's bigger hook at depth on a long line can be problematic, so when you feel a bite, wind the reel handle briskly to tighten the line before striking firmly to set the hook.

No bites? Wait until there's around a 40-degree angle in the line relative to the water's surface (with the water's surface being 0 degrees) before winding all the way in and casting again. Just be prepared for a big, nasty kingfish to grab the softy on the retrieve… And maybe then a bronze whaler will eat the kingfish! Anything can happen in a work-up! BNZ

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WHY WAIT?

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Every year I attend major boat industry trade events like METSTRADE and technology showcases like CES to learn about emerging technologies to make boating more environmentally sustainable. While there's always plenty to see, the big announcements invariably talk about achieving lower emissions one day, and reducing our ecological footprint at some point in the future.

Stuff that man, I want to know what we boaties can do right now.

Plenty, it seems, and here's just a sample of the kind of tech boat builders and service yards are using today to make boating more sustainable than ever.

CUTTING FUEL CONSUMPTION

The easiest way we can all reduce our greenhouse gas footprint is to simply ease up on the throttle. Cutting back from full throttle to 75% doesn't reduce a boat's speed by much, but it can cut fuel consumption in half, according to major engine builders worldwide. Less fuel burned means fewer particulates finding their way into the atmosphere.

Beyond that, boaties can go one further by making their boats more slippery, since cutting drag leads to further fuel consumption and GHG emission gains. Auckland-based Propspeed designed its foul-release coatings to keep marine growths from accumulating on running gear. But it notes that one of the key environmental benefits of its product is that it

We often hear talk about steps the boating industry is taking to become more sustainable in the future, but what can we do right now to make an impact?

WORDS BY **CRAIG RITCHIE**
PHOTOGRAPHY **SUPPLIED**

22825
OCEAN LEE
Blow Out

allows vessels to immediately reduce greenhouse gas emissions through reduced fuel consumption.

In order to validate that claim, the firm recently collaborated with two Dutch firms – Stellendam, Netherlands-based shipyard Padmos BV, and Nieuwegein-based technology firm TechBinder – to perform controlled A-B testing of its product on a 38-metre commercial fishing vessel.

“In a nutshell Padmos said that if we could demonstrate a 4% fuel savings by using Propspeed, they would adopt it across their production and recommend it to their customers,” says Propspeed CEO, Marcus Hamilton. “For decades we have heard anecdotal reports that Propspeed has improved fuel economy for our customers, and this provided an opportunity to test and validate it using third-party professionals.”

WINDROOS
Z-98

A sheltered inland waterway in the Netherlands was chosen for the sea trials due to its minimal tidal and weather variations, with Padmos volunteering the fishing tug Z-98 *Windroos* for the test. Freshly cleaned below the waterline, the vessel followed a GPS-mapped route while a range of onboard equipment from TechBinder recorded operational data such as navigational waypoints, engine performance metrics, shaft torque and fuel flow over a range of rpm intervals.

The vessel then returned to the dock, where it was pulled from the water and had Propspeed applied to its running gear. Once the coating had dried, it was sent back out to run the same

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route again, allowing A-B performance comparison while mitigating as many potential variables as possible.

When the data was collected, validated and the final figures tabulated, Propspeed delivered an average 4.5% reduction in fuel consumption across the operational rpm range.

"The takeaway from this third-party study is that the application of Propspeed stands to reduce on average 4.5% of fuel burned and the correlated greenhouse gas emissions into the atmosphere, compared to a cleaned propeller," says Hamilton. "Driven by new environmental regulations and shifts in consumer behaviour, boat builders in both the commercial and recreational sectors are looking for ways to make their vessels more fuel efficient and less impactful on the environment. We deliver a high-impact, low-investment solution that allows them to achieve that, right now, without retooling anything or having to change anything else."

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SCAN ME

SINK THE ZINCS

Most of us never give a second thought to sacrificial anodes – those curious knobs of raw metal found on outdrives, shafts, rudders and other metal components that dangle under the boat. Anodes protect underwater metals from corrosion by being more attractive to sub-surface electro-chemical reactions than anything else nearby. As a result, corrosive forces focus on the replaceable anode, rather than more valuable metal drive shafts, rudders and props. It's kind of like catering a children's birthday party by serving cake and broccoli at the same time – the cake gets devoured, while the broccoli escapes untouched.

Anodes have historically been made from zinc-based alloys. And while zinc is an effective anode material, when found in high concentrations – such as in the water around marinas – zinc has been linked to a variety of serious health concerns and shown to be highly toxic to a wide range of aquatic plants, invertebrates and fish.

What's worse, zinc anodes frequently contain additives like cadmium, an element that has been conclusively associated with serious illnesses, including kidney disease, atherosclerosis, hypertension, and cardiovascular diseases. In other words, not exactly the kind of stuff that's in keeping with greater sustainability and a reduced ecological footprint.

More sustainable alternatives to zinc are still finding their way into widespread use. Anodes made from aluminium alloys are completely non-toxic and 100% cadmium-free and actually outperform zinc when it comes to protecting boats. "Most major engine manufacturers now include aluminium anodes on their products instead of zinc," says Michael Szwez, senior VP of sales and marketing for Canadian anode manufacturer CMP Group. "Mercury, Suzuki, Yamaha and Volvo Penta have all embraced aluminium as an alternative to zinc."

Further advantages to anodes made from aluminium alloy include significantly lighter weight for easier handling and lower shipping costs and greater durability in use, since aluminium anodes typically last up to 50% longer than zincs of comparable size.

Szwez adds that boats operating exclusively in freshwater environments have an even better alternative available in the form of magnesium. With its extremely active electrochemical voltage range, magnesium-based anodes offer a substantial protection edge that surpasses that of zinc and even aluminium. "Nothing beats it," says Szwez. "But we don't recommend magnesium for use in saltwater because its electrochemical range is a bit too active, to the point where it dissolves so quickly that it could leave the hull temporarily unprotected if the owner doesn't notice. In the ocean, the stuff dissolves like an antacid tablet. But in freshwater, magnesium is far and away the best protection you can get."

Both aluminium and magnesium represent a more sustainable alternative to traditional zinc anodes and a positive step forward that any boatie can leverage right now.

SHELVE THE BIOCIDES

Anti-foul is a part of boating. But bottom paints can be nasty

HEMPEL
Silic One

SCAN THE QR CODE FOR THE HEMPEL RANGE

ABOVE L CMP Martyr shaft anode.

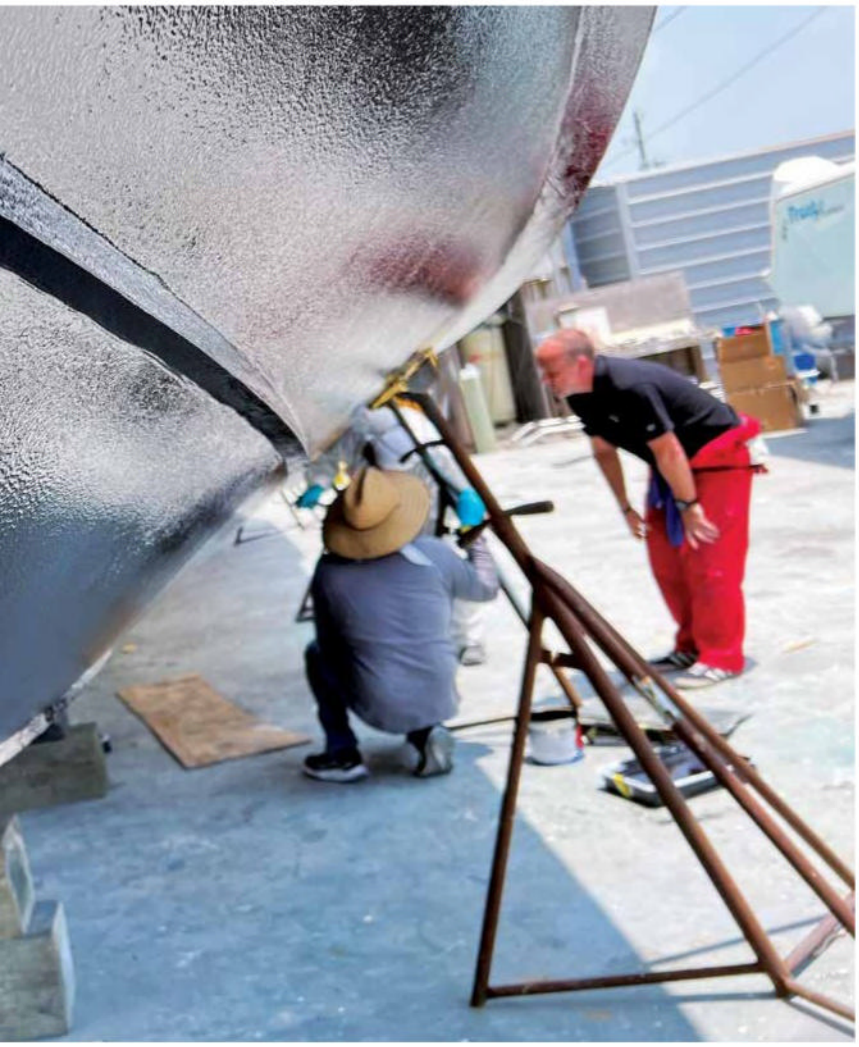
TOP & R Applying Silic One antifoul paint.

ABOVE Hempel Silic One is slick and doesn't continuously leach matter into the water. Instead, it creates a hydrogel microlayer that discourages organisms from attaching to the hull.

LEFT CMP aluminium anodes for shafts.

RIGHT CMP used anodes

RIGHT OPPOSITE Applying Propspeed to propellers.



since they work by killing things that come into contact with them. A more sustainable option is to use coatings that don't kill off marine growths so much as just make it impossible for them to get a grip.

That's the thought behind non-toxic bottom paints like Hempel's Silic One. Made from silicone and containing no biocides whatsoever, the stuff leaves the vessel with a super-slippery bottom that marine growths can't adhere to, allowing water pressure alone to clean them off once the vessel begins moving at a speed of around five knots.

What's more, the product creates an invisible hydrogel microlayer that forms between the coating surface and the water. Fouling organisms perceive this layer as liquid, according to the firm, discouraging them from even attempting to take hold to begin with.

"Silic One is a far more sustainable product in two ways," explains Joe Graves, who distributes Hempel products through his company SeaWide Marine. "Obviously being biocide-free, it doesn't leach any toxins into the environment, which is clearly a big win. Second, it's very slick, so it reduces drag from the hull passing through the water. The benefit is that the boat uses less fuel and, as a result, emits fewer greenhouse gases. Our testing shows a 4% average gain in speed and a fuel economy improvement of approximately 7% when using the product. Over the course of a full year, that represents a significant reduction in the volume of GHG emissions going into the atmosphere."

Graves adds that because Silic One doesn't continually leach matter into the water like traditional bottom paints, the product offers a greater service life. "We say it's a two-year paint," he says. "After two years the boat is pulled out of the water, cleaned, and one coat of Silic One is applied to the hull. That process can be repeated five times before the hull needs to be stripped. It saves the end-user a lot of money, and it saves the boatyard in labour, since they can complete the work quickly. And it is biocide-free, so they're not exposing their employees to toxins."

WOULD YOU LIKE FRIES WITH THAT?

One of the most interesting ways of reducing the environmental impact of boating could be as close by as your nearest fish and chip shop.

A groundbreaking study released by the International Council of Marine Industry Associations (ICOMIA) called Propelling Our Future says that boaties can immediately reduce our GHG emissions by a staggering 60% – today – by using sustainable fuels like hydrogenated vegetable oil in place of petrol or diesel.

Yes, we're talking about used vegetable oil from deep fry vats. It's sustainable since we grow all we need, and it's plentiful since we dump billions of litres of the stuff into landfills every year. The used oil may have passed its prime for cooking food, but it's still plenty good for powering a boat. And best of all, most existing marine engines will burn it with only minor mechanical adjustments or as-is, with no tuning required.

The study evaluated five different propulsion technologies – including full battery electric systems – against nine different types of boats to determine which tech had the lowest cradle-to-grave environmental impact. In every single category sustainable fuels used in place of petrol or diesel have the lowest full-life impact – except for personal watercraft, where battery electric systems won by a nose.

Presenting a displacement motorboat as an example, the study found the use of drop-in replaceable fuels delivered an immediate 40% reduction in GHG emissions. With an average annual utilisation of 48 hours and an average lifespan of 45 years, a hydrogen propulsion system in the same boat would require a 490% increase in usage to achieve the same cradle-to-grave environmental impact as sustainable fuels, while a battery-electric propulsion system would require a 595% increase in usage to achieve the same impact.

While ICOMIA concedes that sustainable fuels are not readily available in many areas, that situation will only change after end-users like us begin to ask for them and drive demand.

While it's inspiring to think about future technologies and a day when all our activities will be completely carbon-neutral, there's no need to wait – there's plenty we can do right now to reduce our ecological impact. Every long journey really does begin with single steps, and the steps we take right now to make boating more sustainable can make a world of difference. BNZ

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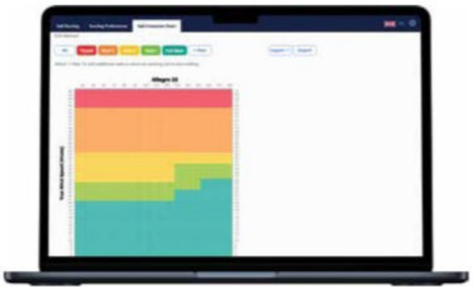
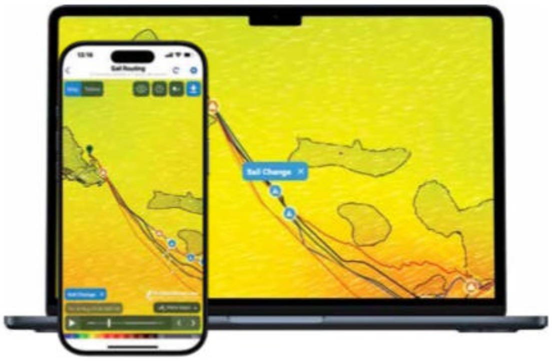
PREDICTWIND SAIL CROSSOVER CHARTS



SMART CROSSOVER

PREDICTWIND'S NEW SAIL CROSSOVER CHARTS feature helps sailors optimize performance and safety by providing a visual guide for sail changes based on performance data, sail inventory, and forecast conditions. This tool is invaluable for multi-day passages, allowing sailors to make crucial sail decisions in daylight rather than during a stormy night.

FOR MORE DETAILS, VISIT THE PREDICTWIND HELP PAGE: WWW.HELP.PREDICTWIND.COM



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Shaft grounding straps connect the drive shaft to the vessel bonding system, reducing corrosion on metal parts. MPS straps are available in Regular (1- to 4-inch diameter shafts) and Commercial (3- to 6-inch shafts).

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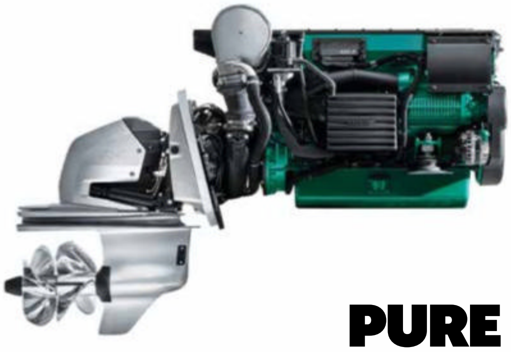
VOLVO PENTA NEW D6 480 DPI



PURE PROPULSION

VOLVO PENTA HAS UNVEILED the new Aquamatic DPI propulsion package, featuring the D6 480 DPI engine. This package offers increased horsepower, versatile installation options, and an enhanced boating experience. It includes the new Volvo Penta Autopilot, elevating electronic and joystick steering to new heights. Suitable for single to quadruple installations, the D6 480 DPI is ideal for various boats and applications, providing new opportunities for builders, dealers, and boaters. The package integrates Volvo Penta's Joystick Driving, Assisted Docking, and Autopilot, all accessible via the Glass Cockpit System.

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SMART CONNECT

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SCANSTRUT'S VENTURA SERIES offers a sleek and smart solution for boaties and RV owners to connect to 12V or mains power, TV antennae, USB-C, solar panels, and even water for outdoor showers.

Each socket features a low-profile design with a spring-loaded, click-shut lid and a 90° hold feature to keep water off the plug. Made from marine-grade 316 stainless steel and UV-resistant materials, these sockets are protected against harsh conditions, including heavy rain, washdowns, and dust (rated IP68 and IP69K).

With standard hole sizes and integrated gaskets, Ventura Series sockets are easy to install and suitable for tight spaces. Popular options include the Dual USB, cold water shower outlet, 50A Andersen Plug Solar Connection, Dual Sat Nav/TV Antenna F Type connection, 12V Power Outlet Socket, SAE Solar Connection, and XT60 Solar Connection.

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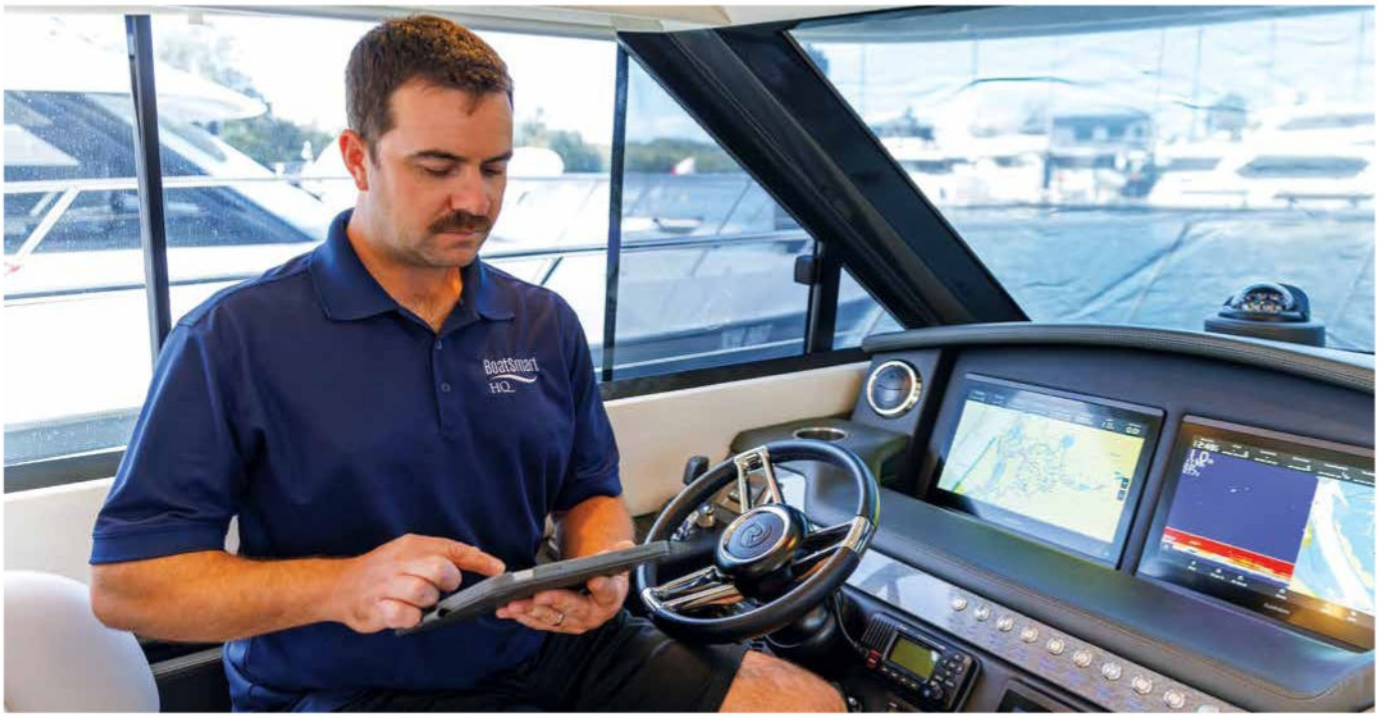

Maintenance tips for your boat

BROUGHT TO YOU BY *NAUTILUS MARINE INSURANCE* AND *BOATSMART HQ.*

As peak boating season approaches and the weather warms up, we all look forward to leisurely days on the water. However, unexpected boat issues can disrupt these plans. Regular maintenance and routine checks can prevent many of these problems. Craig Maile, First Mate with BoatSmart HQ on Queensland's Gold Coast, shares some simple preventative maintenance tips to keep your boat in good condition and avoid unexpected repairs.

ENGINES AND GENERATORS

Check oil, coolant, and gearbox fluid levels. Clean engine strainers and check belts for wear. Keep the bilge clean to spot leaks easily.

HYDRAULICS

Regularly check hydraulic fluid levels, seals, and hose ends for leaks. Check the quality of anodes in the steering heat exchanger.

SHAFT SEALS

Inspect shaft seals during predeparture checks while the engine is running. If water ingress is found, address it immediately. Most systems come with a spare seal in the casing, so remember to replace the used spare after installation. Check the cutlass bearing for play.

RUDDERS

Regularly check rudder seals for leaks. Perform a bump test when the vessel is out of the water to check for play. If there is play it is best to have the rudder realigned and checked by a marine professional.

ANODES

Check both internal and external anodes at least once a year to prevent corrosion of crucial components.

Regular maintenance and routine checks can prevent many problems.

ELECTRICS

Ensure electrical systems are properly grounded to prevent stray currents that can damage metal parts. If you notice your anodes are wearing out faster than usual, this is likely the problem and should be addressed quickly to avoid costly damage.

BATTERY HEALTH

Clean battery terminals and check fluid levels where applicable. Replace batteries showing signs of corrosion, swelling, or performance drop.

ANCHOR SERVICING

Inspect anchors and connections monthly for corrosion. A product like Lectra Shield can help prevent corrosion of the terminals. Grease anchor winch fittings every three months and service annually.

ANTIFOUL

Choose the right antifoul based on your boat type and usage. Check and reapply coatings if you notice increased marine growth or reduced performance.

DETAILING

Regularly detail your boat to prevent long-term damage from salt water, UV rays, and environmental elements. A monthly detailing plan that includes wash downs, waxing, teak treatment, and metal polishing helps prevent this wear, keeping your boat looking sharp and preserving its value. BNZ

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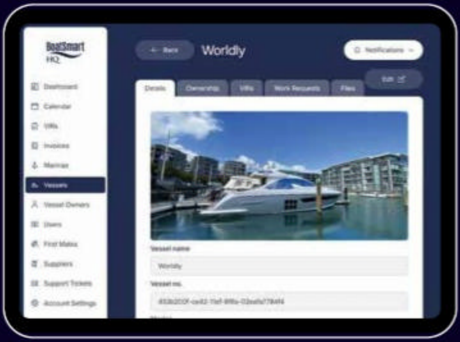

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WORDS BY **ANDREW HILL**

Adventure Fishing

ANDREW HILL'S TOP TIPS FOR PWC FISHING

FISH PRO
ROTAX
SEA-DOO

PWCs are increasingly used for recreational fishing in saltwater and freshwater.

PWC (Personal watercraft) fishing has become increasingly popular over the last few years, with anglers recognising the benefits PWCs provide. PWCs allow access to new waterways, are easy to launch and operate, and are more cost-effective than owning a boat. Not to mention the thrill of the ride for those more adventurous fishing enthusiasts.

Andrew Hill, a pioneer of PWC fishing and founder of Adventure Fishing, has a wealth of experience and advice when it comes to PWC fishing, having spent years fishing in New Zealand's diverse waterways. He also played a pivotal role in developing the market-leading Sea-Doo FishPro.

ABOVE Seadoo is a leader in manufacturing PWCs for the sportfishing market.

HERE ARE A FEW OF HIS TOP TIPS:

- **CHECK THE CONDITIONS**
  Always learn the local navigation rules and be aware of weather, tides, and hidden hazards in your riding area.
- **STEALTH MANOEUVRING**
  Avoid racing around at high speed when hunting for fish. When approaching a fishing spot, Hill recommends moving slowly and quietly to minimise any disturbance.
- **GEAR SELECTION AND SETUP**
  Ensure you have the correct gear for the fishing trip you are undertaking. The Sea-Doo FishPro comes with a Garmin fish finder and GPS. The Garmin system offers real-time insights into underwater terrain, fish location, and structure. This empowers you to make informed decisions and maximise your chances of a successful catch.

ABOVE Modern PWCs come with a range of boat-like features, including washdown facilities, insulated catch storage, rod racks and sophisticated electronics and communications equipment.

Safety equipment is vital, including a PFD, personal locator beacon, VHF Radio and phone in a waterproof container. Other necessary fishing equipment may include a knife, a landing net, a short gaff, spare leader, braid scissors, and a compact tackle bag with various jig heads and lures.

- **LURE AND BAIT CHOICES**
  Hill's go-to soft bait for big snapper is the Gulp 7-inch King Shrimp, which he finds most attractive to fish due to its action and likeness to what larger snapper enjoy feeding on. For jig heads, he prefers longer hooks (such as 7/0 Berkley Nitro jig heads) to ensure better hook-ups, especially with larger baits. He typically uses 1 to 3-ounce jig heads to match the drift and current conditions.
  He also highlights the effectiveness of lures and soft-baits for PWC fishing, as they are simple, effective, and create less mess compared to bait fishing.
- **CLOTHING AND SUN PROTECTION**
  Sun protection is critical year-round. Hill advises wearing a hat, footwear, fingerless gloves, a buff, sunglasses, long-sleeve shirts, sunscreen and neoprene shorts. In colder conditions, thermals and waterproof outer layers are recommended. BNZ

ANDREW HILL IS A SEA-DOO AMBASSADOR.
FOR INFORMATION ON ANDREW HILL'S ADVENTURE FISHING TOURS VISIT HTTPS://JETSKIFISHING.CO.NZ

FOR MORE INFORMATION ON THE SEA-DOO FISHPRO RANGE VISIT HTTPS://SEA-DOO.BRP.COM

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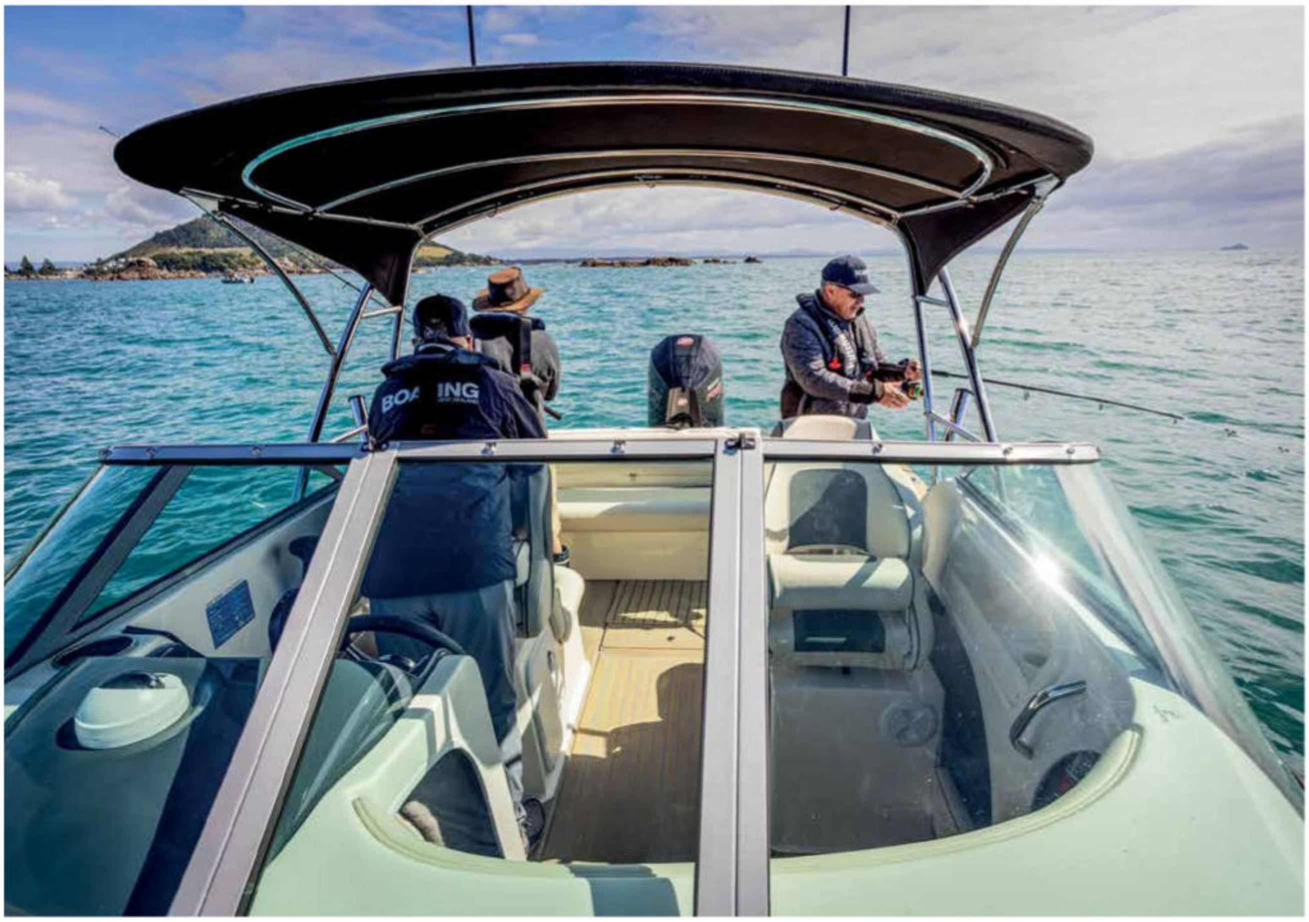
review

Buccaneer 605 Exeed

WORDS BY
JOHN EICHELSHEIM
PHOTOGRAPHY AND VIDEO
BY **GEOFF COX**

EXEED EXPECTATIONS



The Buccaneer 605 has, in various guises, been a hugely successful and long-running model for the Hamilton-based trailer boat manufacturer. But while the excellent deep-vee hull has always been the star, the company has been sure to move with the times, regularly updating the 605 to keep it relevant in today's market.

The latest developments are embodied in this boat; a new Buccaneer 605 Exeed, this one featuring a fresh new colour scheme with attractive seafoam green gelcoat sides. It rides on a stylish Enduro dual-axle override-braked trailer with colour-coordinated mudguards and alloy wheels, contributing to a visually appealing and well-integrated package.

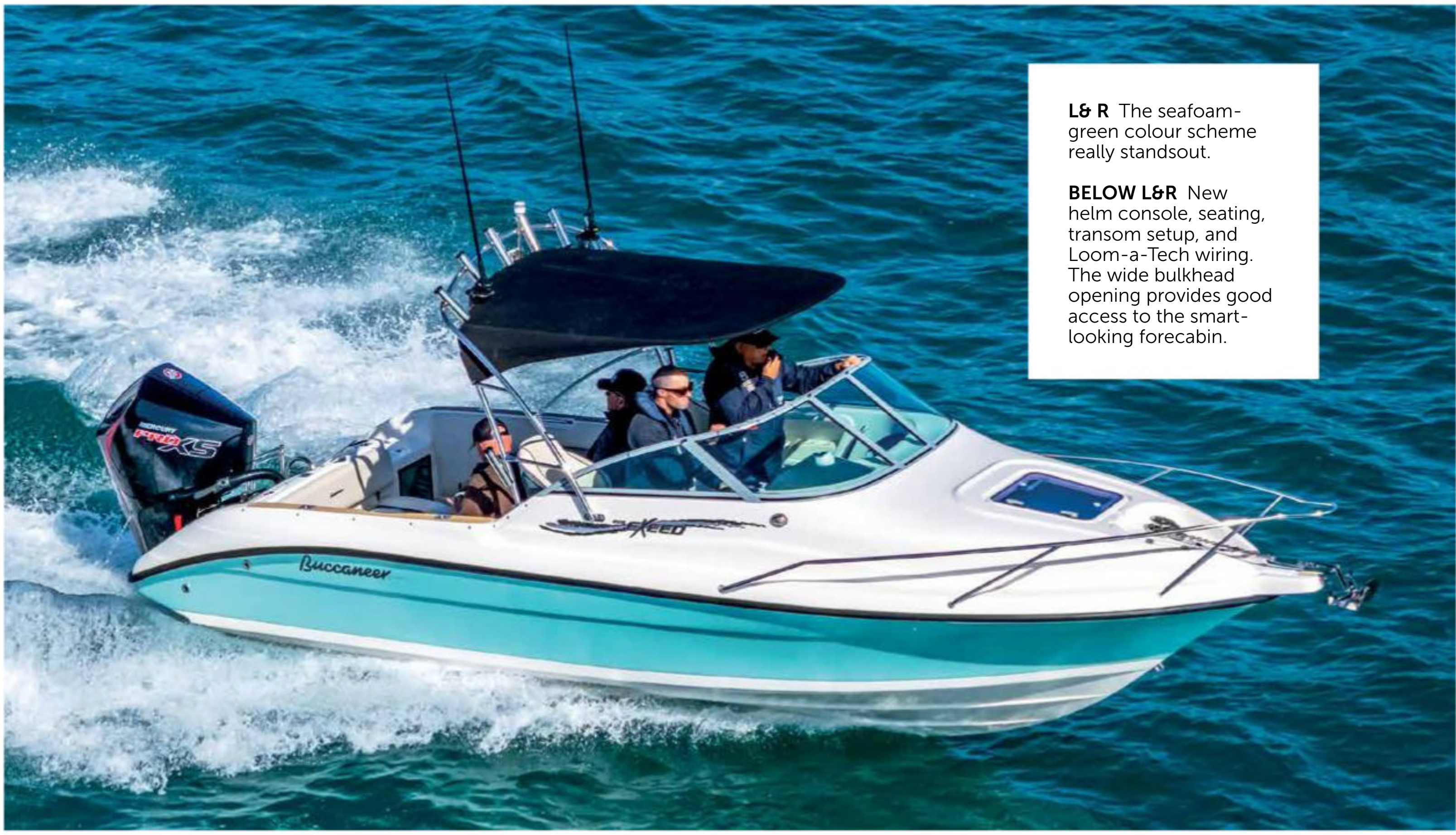
Changes to the new model are subtle but significant. They include, among others, modifications to the deck, cabin and liner mouldings, the transom arrangement, and seating. In this latest iteration of the 605, Buccaneer has incorporated several features from other models in its range, including the port locker from the 615/575 and larger seat bases with more storage, which means that this is the first 605 fitted with an optional fridge. The seating option is also new—off-the-shelf, forward-facing swivelling Captain's seats with bolsters, and lower, rear-facing seats with storage under the bases. Pedestal seats are also offered.

The 605's profile is subtly altered by a recessed chainplate, a more upright windscreen with new wingbacks (to allow more space atop the new dashboard for a compass or similar), and a more steeply raked sheerline at the transom. I'll address some of the other changes as we come to them.

Powering the boat is a 175hp Mercury Pro XS engine, promising strong performance on the water. This is a V6 model fitted with SeaStar hydraulic steering and old-school mechanical, cable-actuated throttle and shift. As reviewed, the rig weighs in at around 1670kg on the trailer.

The 605 Exeed is something of an all-rounder. It's well suited to family boating but also fishing with a bunch of mates. A canvas and stainless steel bimini top provides shelter, and there are new rebates below the screen line for the clears. The canvas is easy to remove for trailering, and the stainless steel frame, which includes a rocket launcher for fishing rod transport, folds down for garaging.

The transom has been updated with a separate locker for the battery switches, plus incidental storage, and a hinged fibreglass panel on compression latches protecting the floor-mounted batteries, one house and one start. This replaces the old domed vinyl curtain from the previous model. The bait tank on the port side also gets an upgrade with a large window inboard to easily



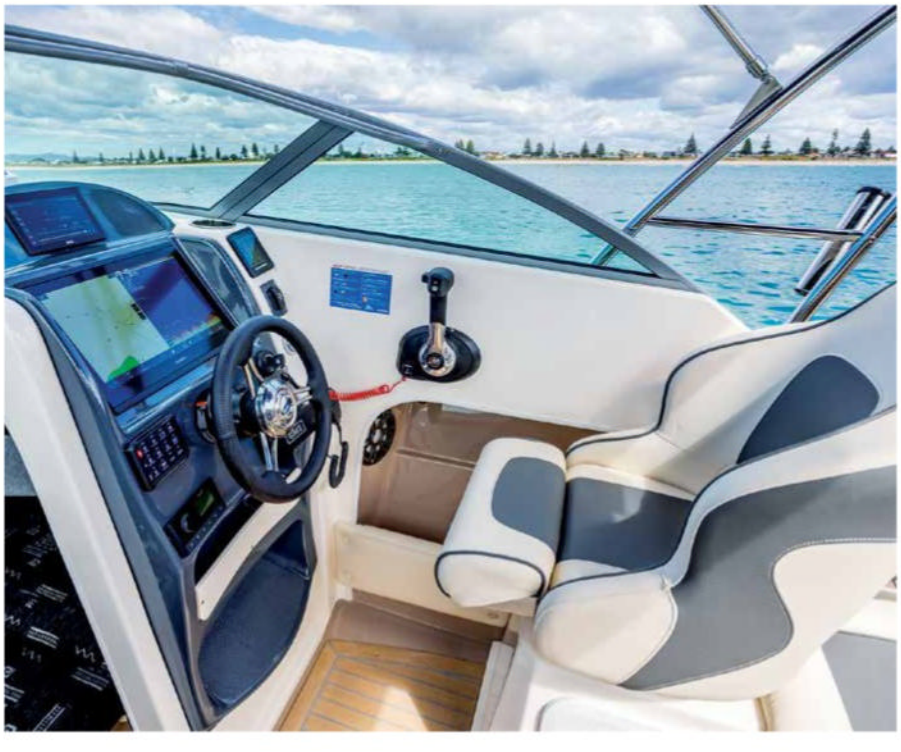
L& R The seafoam-green colour scheme really standsout.

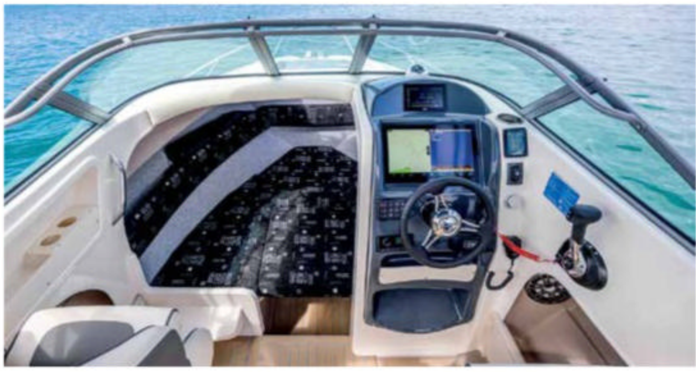
BELOW L&R New helm console, seating, transom setup, and Loom-a-Tech wiring. The wide bulkhead opening provides good access to the smart-looking forecabin.

monitor live bait health. The washdown hose also attaches to the pump outlet inside the bait tank.

Another transom change since the previous model is the rebated transom rod holders designed to accept a new, twin-leg bait board. The drop-in ski pole can also accommodate a bait board if you prefer. As is usual with Buccaneer, the large rear bench seat/fibreglass bin can be removed if not required, freeing up cockpit space for fishing and allowing easier access to the large wet locker under the floor. The cockpit drains through an optional large central scupper with a stainless steel grille via a lift-out strainer designed to trap fish scales, fishing line, and other debris before it gets to the bilge pump. Side pockets and rod racks under the gunwales accommodate fishing rods and other long items, and there are four flush, through-coaming rod holders.

A premium option fitted to the review boat is the Flexiteek used on the cockpit sole and coamings. While more expensive than closed-cell foam floor coverings, Flexiteek is longer lasting and more hard-wearing. It should last the life of the boat, says

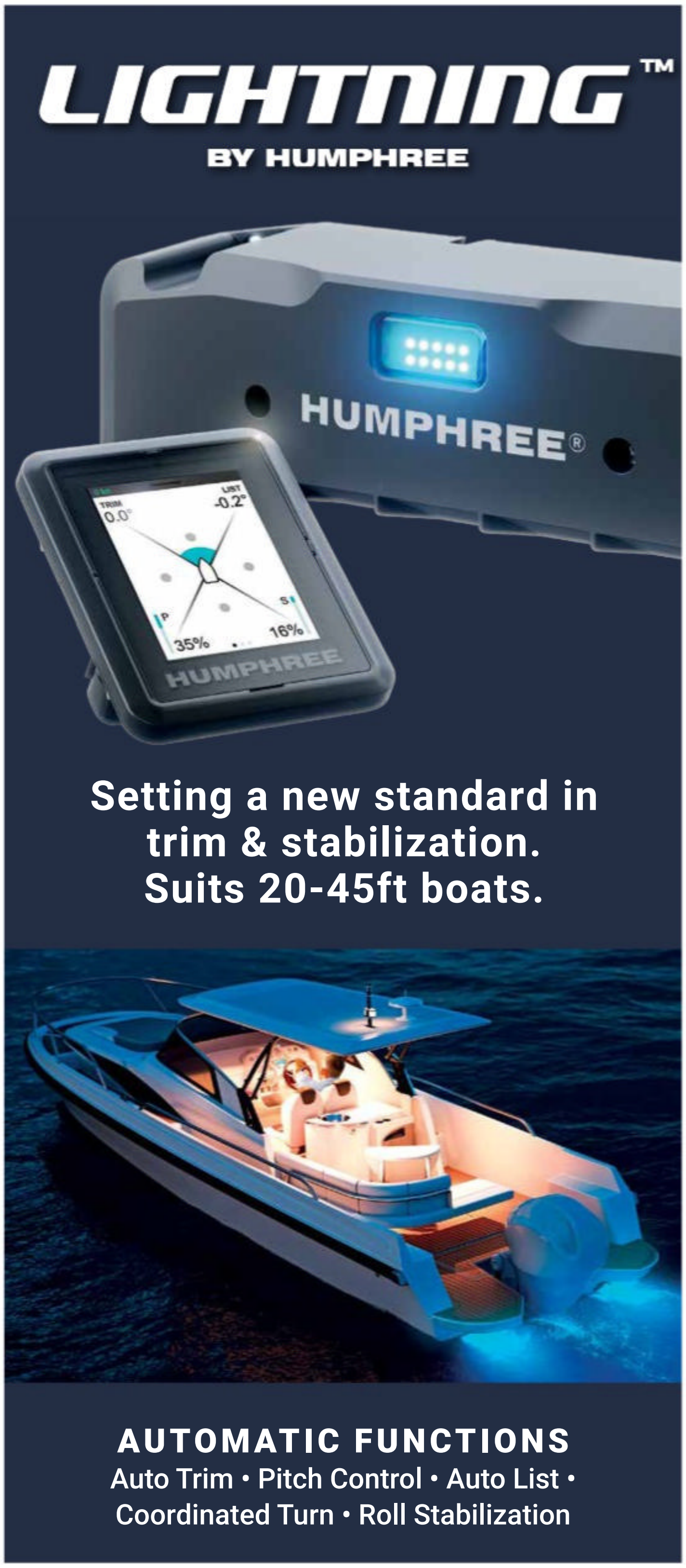




> The Buccaneer 605 was always a great boat, and the latest edition is no different.

Buccaneer Boat's Wade Gerrand, and if it gets marked or dirty over time, it can be sanded back just like real teak. The review boat featured Flexiteek (bleach/grey) the colour of pale sand, which went very nicely with the boat's colour scheme inside—different shades of grey, tan, and white gelcoat and vinyl upholstery and trim in the cockpit with black and gold fabric used in the front cabin.

The forward cabin is relatively spacious and functional. It features infills that convert the area into a comfortable berth, making it suitable for resting or sleeping. There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RIGHT The 605 Exeed is an allrounder that's as happy towing kids around as it is taking a bunch of blokes fishing.

BELOW L TO R The rear seat bin can be removed altogether for more cockpit space; Cruising at 27 knots; The bait tank now has a window and a moulded transom cover protects the batteries.

is provision for installing a toilet underneath the infill squabs, with a privacy curtain an option.

The cabin includes a large hatch on the foredeck, which facilitates easy access to the forepeak and the anchor. The anchor locker provides ample room for storing the chain and warp. A Maxwell capstan raises and lowers the MaxSet 4 stainless steel anchor. Overall, the forward cabin is thoughtfully laid out to maximise usability, comfort, and storage capacity.

We launched the boat into Tauranga Harbour and headed outside, past the Mount to shoot drone photography and video, hoping to beat the forecast weather change later in the day. We got lucky, enjoying early sunshine and reasonably flat water close to Matakana Island, though the wind and sea built steadily through the day as the clouds rolled in.

The 605 Exeed impresses with its quiet, dry, and supremely comfortable ride. The unique split/stepped chine does an excellent job of turning down spray, and the deep-vee hull cuts cleanly through the chop. In the turns, the 605 feels assured, while at rest it's surprisingly stable, helped no doubt by a generous beam.

HUMPHREE LIGHTNING

The system supplied to Buccaneer Boats includes the Dynamic Plus software with Lights, which features auto trim, auto list, pitch and roll control and coordinated turn (requires a steering rudder signal via the NMEA 2000 network).

Currently, there are four software and light options available with the Lightning kit (manual system):

- Comfort: Auto trim, auto list, and pitch control
- Comfort Plus: Auto trim, auto list, pitch control, and coordinated turn
- Dynamic: Auto trim, auto list, pitch, and roll control
- Dynamic Plus: Auto trim, auto list, pitch, roll control, and coordinated turn

Soon, these options will be simplified to:

- Cruise: Auto trim, auto list, coordinated turn, and lights
- Ultimate: Auto trim, auto list, pitch, roll control, coordinated turn, lights, driver intention recognition, and true turn compensation

Available for 12 and 24v setups, the system features:

- 50mm drop (compared to the standard 30mm drop from competitors)
- Over-the-air updates via mobile phone
- 0.6 sec full drop with software
- Customisable software at the point of sale with upgrade options
- Flush-mounted or stand-mounted control panel
- Cleaning function (tabs deploy every 24 hours in standby mode)
- RGB lights with multiple colours
- Humphree display compatibility in MFD units
- Control panels available for both levels in flybridge boat models
- Chine versions available
- GPS signal required for auto functions via the NMEA 2000 network

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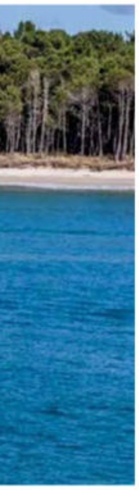

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Throttle response is excellent, and the Pro XS 175 feels eager to please. With four adults onboard and the 160-litre underfloor fuel tank three-quarters full, we cruised comfortably at 25 knots, only dialling back a little later in the day as sea conditions deteriorated. The prop selection means the boat holds the plane at low speeds, which is an advantage in rough conditions, something we could judge for ourselves negotiating the steep pressure waves caused by the tide ripping out past the harbour entrance. Top speed with this engine is in excess of 40 knots, says Wade, but we didn't test it on the day.

The 605's new dashboard now has room for a 16-inch MFD, in this case a premium Garmin unit, with space left over for a new switch panel by Loom-A-Tech—you can change the colours on it, and it's Bluetooth compatible—a GME VHF radio and Fusion stereo (speakers tucked in forward under the gunwales) and a USB outlet. Other controls and switches (capstan, rotary control for the new indicator panel above the main display) are arranged alongside the new moulded dashboard.

The helm area is really very tidy with everything nice and easy to reach, seated or standing, an adjustable helm seat, moulded footrest and good vision from the helm. The wiring looms by Loom-A-Tech are customised so the setup behind the dashboard is very neat and tidy, with a moulded cover that drops down for a clean appearance. This vessel features LED cockpit lights, including a floodlight, LED transom lights, and underwater lights.

A notable highlight of this model is the introduction of the new Humphree Lightning trim system (see sidebar), which promises handling benefits and ease of use. This is the first such system fitted to a New Zealand-built boat, and it was still undergoing fine-tuning, but it delivered a seamless driving experience, taking away any need to adjust engine trim when underway or fiddle with trim tabs to compensate for sea conditions, boat loading, or passenger movements onboard. Operating in automatic mode, it delivered a stable and comfortable ride.

The Buccaneer 605 was always a great boat, and the latest edition is no different. The 605 Exeed, as reviewed here, keeps all the best attributes of its predecessors but lifts its game with an updated interior, refreshed styling, and more of the features customers have come to expect in 2025. And with that stunning colour scheme and meticulous build quality, she's quite a looker as well. BNZ

BELOW The new 605 Exeed with Mercury Pro XS 175hp power is a sharp performer and its ride just as comfortable as it has always been.

Buccaneer 605 Exeed

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HIGHLIGHTS

Striking new colours, subtle styling changes and updates keep it relevant in 2025

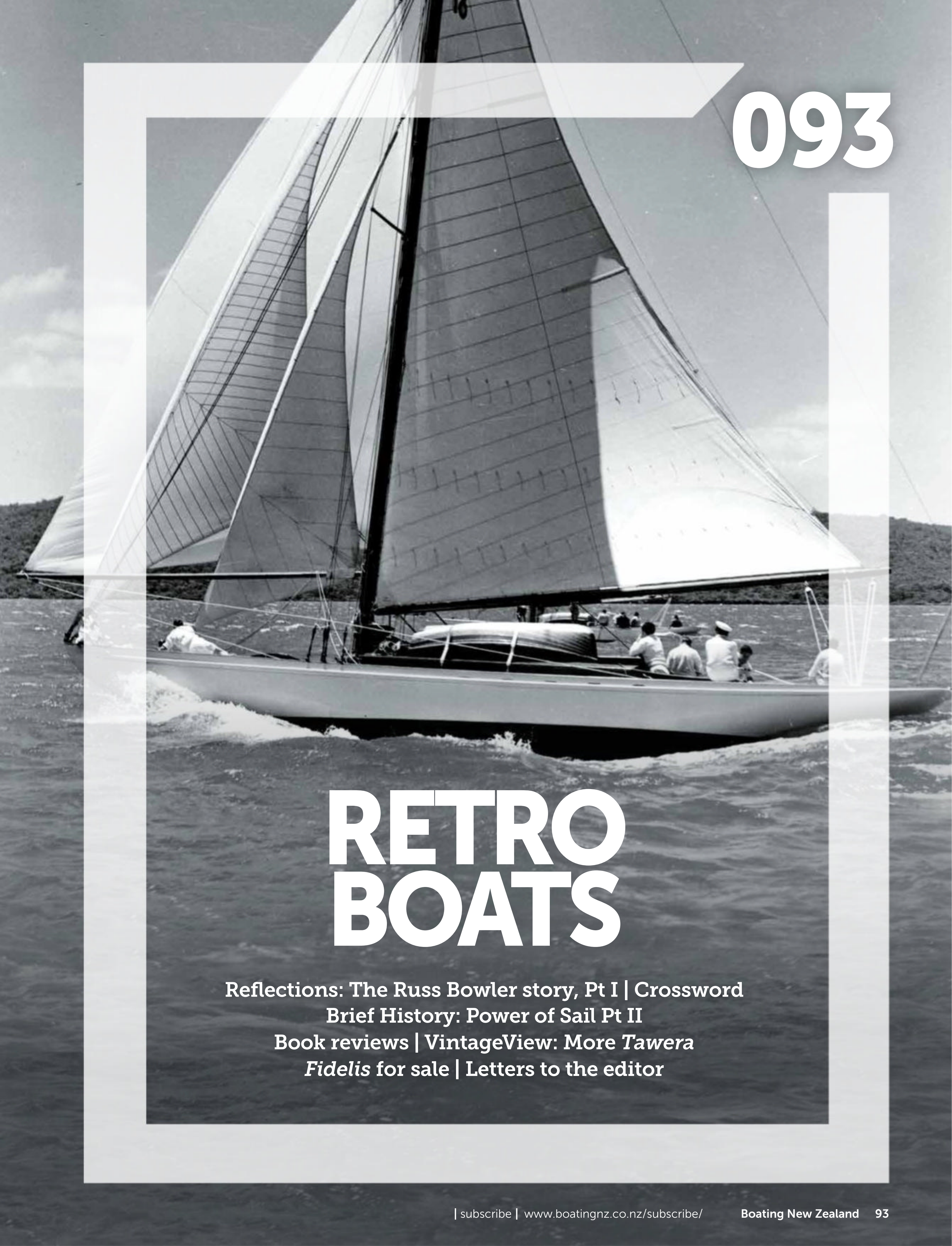
Deep vee provides excellent ride, responsive handling

Latest changes make a good boat even better

SPECIFICATIONS

loa 6.46m (incl bowsprit)
length 6.05m
beam 2.29m
draft 0.5m
construction GRP
deadrise variable, 22.5 degrees at the transom
length on trailer 7.5m
width on trailer 2.45m
height on trailer 2.25m
weight on trailer 1670kg approx
engine Mercury 175hp Pro XS fourstroke O/B
recommended power 150-200hp O/B
passengers 6 persons/525kg
fuel capacity 160 litres
cruising speed 25 knots
max speed 40 knots plus

WATCH IT ON YOUTUBE



093

RETRO BOATS

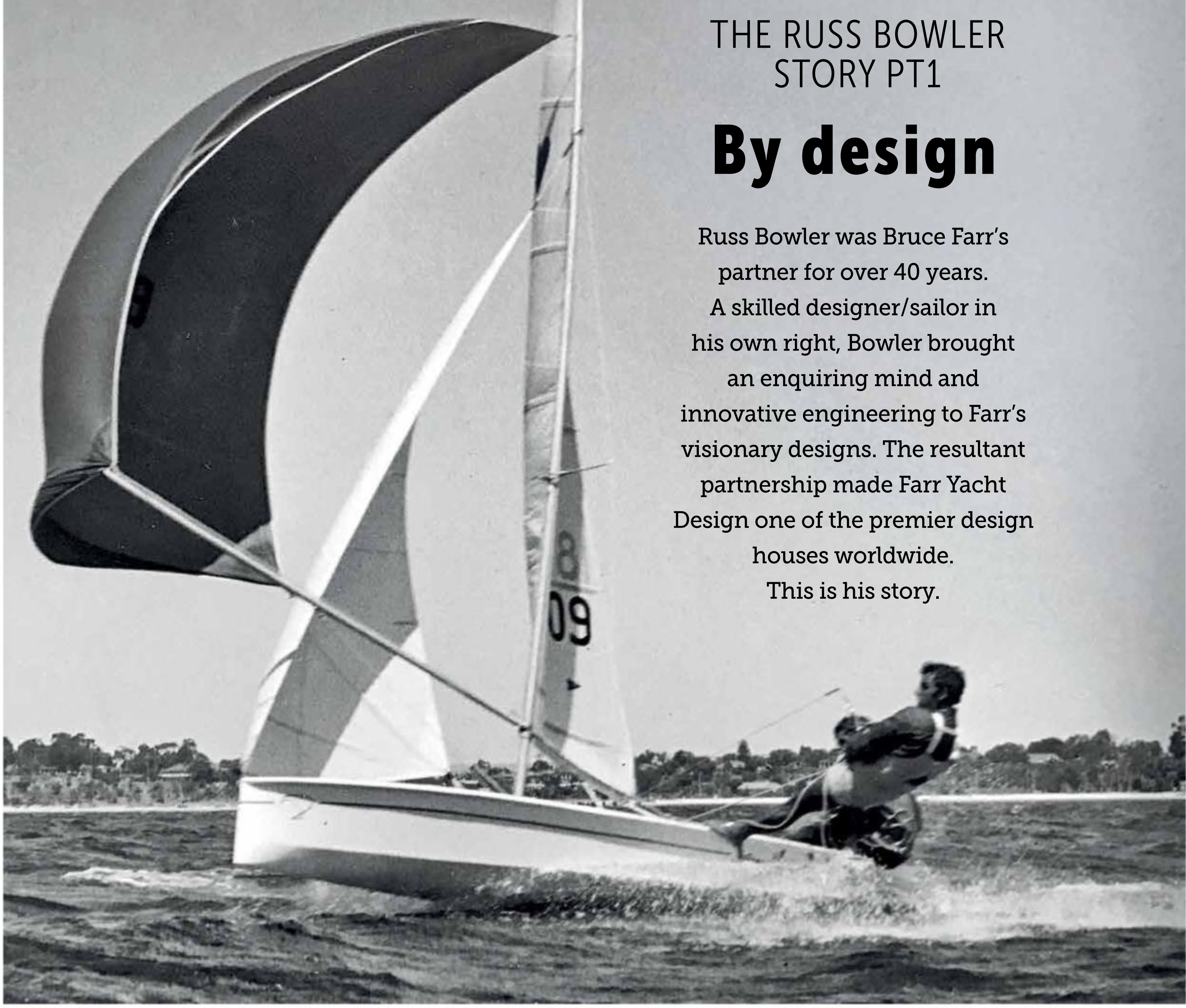
Reflections: The Russ Bowler story, Pt I | Crossword
Brief History: Power of Sail Pt II
Book reviews | VintageView: More *Tawera*
Fidelis for sale | Letters to the editor

REFLECTIONS
with JOHN MACFARLANE

THE RUSS BOWLER STORY PT1

By design

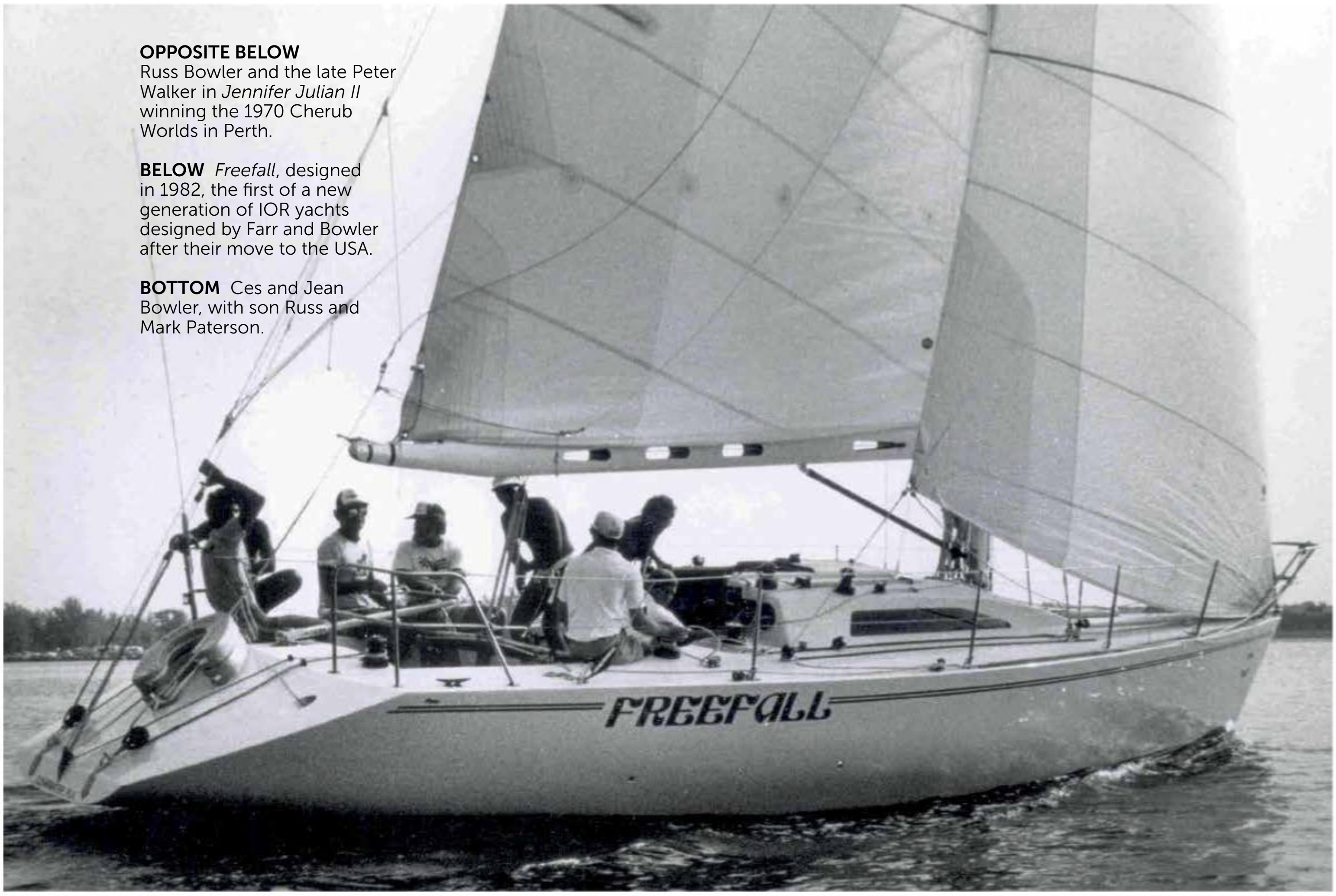
Russ Bowler was Bruce Farr's partner for over 40 years. A skilled designer/sailor in his own right, Bowler brought an enquiring mind and innovative engineering to Farr's visionary designs. The resultant partnership made Farr Yacht Design one of the premier design houses worldwide. This is his story.



OPPOSITE BELOW Russ Bowler and the late Peter Walker in *Jennifer Julian II* winning the 1970 Cherub Worlds in Perth.

BELOW *Freefall,* designed in 1982, the first of a new generation of IOR yachts designed by Farr and Bowler after their move to the USA.

BOTTOM Ces and Jean Bowler, with son Russ and Mark Paterson.



Born in 1946 the youngest of three, Bowler grew up in Auckland and enjoyed an idyllic lifestyle based around the water and boats. His father Ces, a lawyer, and his mother Jean, owned a bach at Lake Rotoma, where a five-year-old Bowler cobbled together a mast, sail and rudder for the elderly family dinghy and tried to sail across the lake. A couple of years later, he learned to sail in the elderly P Class, *Charles*.

At the time, a group of Whakatane Cherub sailors, which included Micky Orchard, would come to visit the Bowler family, especially Bowler's two elder sisters.

"The Cherub was a big thing then. I remember these guys talking about centre of effort, and centre of lateral resistance, and stuff like that. It fascinated me."

Aged 12, Bowler persuaded Ces to buy him a Junior Moth and then, after the family moved to Kohimarama, the competitive P Class *Marika Jnr*. Bowler was soon racing *Marika Jnr* competitively twice every weekend. As he improved, Ces bought him a new Terylene sail, then with the 15-year age limit for the Tanner Cup looming, the newer, more competitive P Class *Tranquil*.

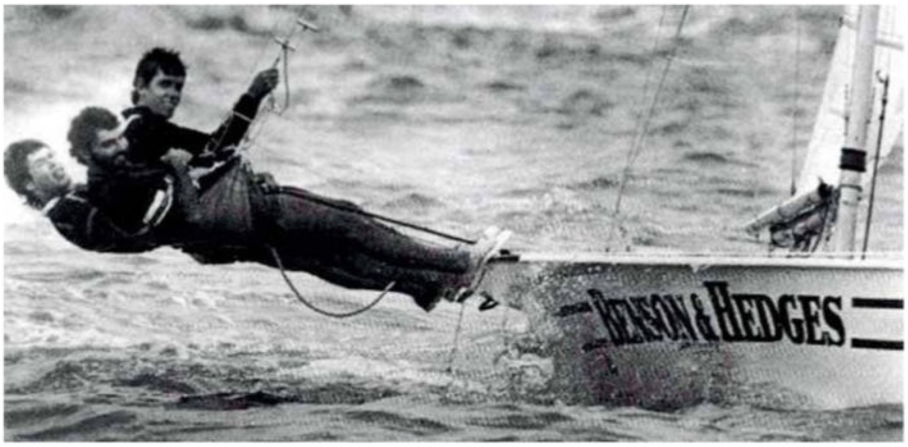
"I had great support from my parents, neither of whom was a sailor."

Bowler's main competition was the late Mark Paterson, who would later dominate the Cherub class for decades. However, Bowler beat Paterson in the 1962 Tauranga Cup and, in his final P Class outing, won the Auckland Anniversary Regatta's P Class event.

Now too old for the P, Bowler built the OK dinghy *Neiuffe*, and while he won some local races, he always knew he was too light for the OK in more than 15 knots.

Meantime, Cherub forward hand Don McGlashan had married Bowler's elder sister Katherine. Bowler and McGlashan teamed up to build the Cherub *Mecca*, a tweaked John Spencer VII design. It took the pair two seasons to gel; however, by 1968 when they sold *Mecca*, they'd won two North Shore, two Auckland, and two National Cherub regattas.

After leaving Auckland Grammar, Bowler began a civil engineering course at ATI, with a part-time job with the Ministry of Works to pay the bills. This allowed him enough free time to design and, with McGlashan, build the 12-footer *Jennifer Julian*. The then top 12-footer designer/builder John Chapple was a strong influence.



"I sailed a couple of John's boats, and they were always well balanced."

The inspiration for the foam sandwich construction came from the late Don Lidgard and Tony Bouzaid's GRP foam sandwich *Miss Hycel*. Besides its light and strong GRP/foam construction, *Jennifer Julian* featured other Bowler innovations: an internal space frame to take the rigging loads, no foredeck, minimal transom, a pocket-luffed main, and having the structure to support twin trapezes.

"When we launched her, she was super quick, but it took us about five races to get her around the course. Once we mastered her, we were pretty much unbeatable."

Jennifer Julian comfortably won the 1969 Q Class Interdominion trials, then went on to emphatically win the Interdominion Championship and the Silasec Trophy with four firsts and a second place. Incidentally, fourth overall was Bruce Farr and Rob Blackburn in *Miss Beazley Homes*, while the late Peter Walker and David Hutchinson in *Rangi* won the Interdominion Javelin title, using a Bowler-designed and built aluminium mast. The Kiwis certainly dominated in Sydney that year.

While McGlashan and *Jennifer Julian* returned to Auckland, Bowler and Walker headed for Perth by car. There the pair quickly got jobs, and with the Swan River beckoning, hooked up with local Cherub sailors. With the Inaugural Cherub Worlds due to be held in January 1970, the pair designed and built the Cherub *Jennifer Julian II* in GRP foam sandwich.

"The main reason we used foam sandwich was because we didn't have any woodworking tools."

Initially, the Aussie Cherub sailors looked skeptically at the Kiwis with their $400 Cherub, but it was a different tune when *Jennifer Julian II* won the first race in the Australian Championships. They backed this up with two seconds and a third, which eventually won them the championship after successfully protesting the committee on the way they'd initially scored the countback. The 1970 Cherub Worlds had 48 entries, including seven from New Zealand. It was a hard-fought series, and going into the last race, any one of three boats could have won. However, Bowler and Walker held their nerve and won the Cherub Worlds.

Following stints in London and San Francisco, Bowler headed back to Auckland in 1973 and married teenage sweetheart Lynda (nee Smith). He took up a civil engineer's position with Kingston Reynolds, Thom and Allardice.

Bowler had hardly touched a boat since Perth, but while he'd been away, Farr's designs had become dominant. Yachts such as *Titus Canby*, 727, *45º South*, *Gerontius*, *Prospect of Ponsonby*, *Jiminy Cricket*, *45º South II*, and others were making the established IOR keelboat designs look pedestrian, while his production yachts – the 727, 1104 and 38, and the Sea Nymph trailer-sailer range – were

UBS Switzerland

ABOVE LEFT
The first GRP 12m hull being lifted from its mould;

ABOVE RIGHT
Russ Bowler, Graham Catley and Simon Ellis racing the 18 footer "Benson & Hedges"

LEFT
UBS Switzerland won the 1985-86 Whitbread Race comfortably by two days.

OPPOSITE
Russ Bowler and Don McGlashan winning the 1969 Silasec Trophy in *Jennifer Julian*.

selling as fast as they could be built.

Farr hadn't forgotten his dinghy roots either, and his 12- and 18-footer designs were top of their respective classes. Watching the 18-foot fleet in Auckland inspired Bowler back into yachting. With the aid of some sponsorship from WD & HO Wills, he started designing and building an 18-footer.

"I'd always looked at the 18-footers as a wonderful class to be involved with."

However, Bowler was behind the eight-ball compared to Farr, and it took two boats before his third, *Benson and Hedges*, crewed by Graham Catley and Simon Ellis, proved competitive. Even so, breakages during the 1977 and 1978 seasons kept them off the podium. With a demanding job and a young family to support, Bowler was struggling to find time and money for top level sailing.

In a different way, Farr was also struggling. Even with the addition of Roger Hill and Walker, Farr was finding it difficult to keep up with demand and asked Bowler to help out with some of the engineering on a consulting basis. Friendly rivals on the water, the pair soon found they enjoyed working together.

Around 1980, Bowler received a bonus cheque from Kingston Reynolds, which had been pruned with the then 66% tax on bonuses. Bowler began thinking that joining a smaller practice would allow him to take advantage of legitimate tax credits. He was looking around for a suitable opportunity when in 1981 Farr offered him a job, and so Bowler joined Bruce Farr Yacht Designs (BFYD).

"I thought I'd like to try it for a time and see how it went. I joined this tiny team of Bruce, Peter and Roger."

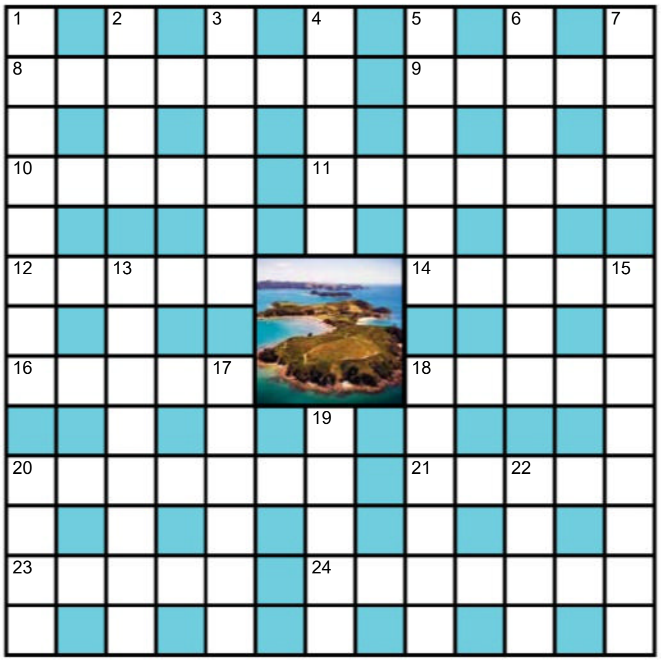
In his first week there, Bowler joined the team to visit their latest creation, the stunning 19.8m *Ceramco New Zealand*, designed for the late Peter Blake (later Sir Peter) for the 1981-82 Whitbread. Farr had designed another yacht for this race, for Swiss sailor Pierre Fehlmann, which became *Disque d'Or*. These two designs marked the start of Farr's decades of dominance around the world yacht racing.

With growing interest from potential international clients, within six months of Bowler joining, the BFYD team began discussing whether they wanted to remain in New Zealand or shift offshore and potentially get into world markets, especially production yachts.

crossword

BY PAM HUTTON

Puzzle no.335



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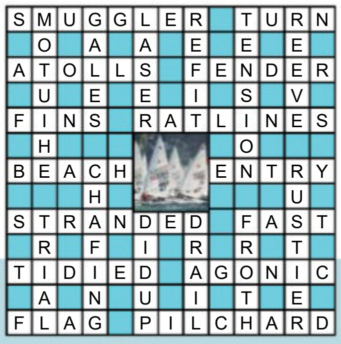
Across

8. _____ the sun – nautical expression meaning anticlockwise (7)
9. Boat deck might be this in heavy seas (5)
10. _____ jig – long streamlined lure used to target kingfish (5)
11. Tendency of boat to turn away from wind (3,4)
12. Flat watercraft made of planks (5)
14. Crow's _____ – ships' lookout points (5)
16. Puts cargo on board vessel (5)
18. Reduce pressure of wind on sail (5)
20. North Island gulf in photo (7)
21. What some sails are made of (5)
23. Vessels do this when almost stationary with head towards wind (3,2)
24. Metal eyelet used to secure edge of sail to stay (7)

Down

1. Jack _____ – fish found in NZ waters (8)
2. Water ____ – handy transport in Marlborough Sounds (4)
3. Small bays or arms of sea on coastline (6)
4. What outboard motor might do due to fuel supply issues (5)
5. Triangular fore-and-aft sail used in Mediterranean (6)
6. Participate in leisure sea sport (8)
7. Chopped-up fish thrown overboard as angling bait (4)
13. Prominent aspects of new boat design, eg (8)
15. Degree of saltiness of seawater (8)
17. Canadian brand of personal watercraft (3-3)
18. Wind _____ – marine measurement instrument (6)
19. Claw _____ – fittings on boom to take sheet when roller reefing is used (5)
20. Space below deck used for storage (4)
22. This is used for letter L in marine radio communication (4)



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Puzzle no.334

Mystery photo:
Laser (boat)

After due diligence, BFYD relocated their entire office to Annapolis, Maryland on the US east coast, which was far closer to all the major production builders in the USA and Europe. BFYD became Bruce Farr & Associates (BFA), with Bowler becoming a shareholder. Walker didn't make the shift and remained in Auckland.

"There was a world recession on, and it took us a while to break into the market. I kept an eye on the back door as an exit for a time."

It took 18 months before the move began to pay off. Farr designs started winning on IOR again, spearheaded by their IOR one-tonner design *Free Fall*. Wellingtonian Geoff Stagg had joined BFA soon after the shift to Annapolis and worked as a salesman, freeing Farr and Bowler to concentrate on design and engineering.

"Neither Bruce nor I was a salesperson, so Geoff took on that role. It was a successful combination, and it worked really well."

Meantime, *Disque d'Or* had finished a creditable fourth on handicap in the Whitbread, whilst the highly fancied *Ceramco*, after losing her rig on the first leg, still managed 11th on handicap. Nevertheless, both boats had shown their potential in the Southern Ocean, and Fehlmann returned with a commission for a maxi for the 1985/86 Whitbread, which became *UBS Switzerland*.

"That was a very significant boat for us, the first totally composite maxi."

> 'There was a world recession on, and it took us a while to break into the market.'

Until then no one had designed a maxi constructed from a foam-carbon-kevlar sandwich. Bowler, in combination with Du Pont and Richard Honey from High Modulus, engineered the lightweight construction, allowing a better ballast ratio and an internal aluminium space frame for the rigging loads. Farr did two similar designs for the same race – *Atlantic Privateer*, for Padda Kuttel and *NZI Enterprise* for the late Digby Taylor. *UBS Switzerland* won the Whitbread comfortably by two days.

"It was a big one for us. *UBS* just smothered the opposition."

Then came BFA involvement in the America's Cup (AC). The idea of New Zealand challenging for the America's Cup had been floating around for many years but was never taken seriously. However, Alan Bond's 1983 win meant the 1987 event would be held in Perth, and a New Zealand challenge started to take shape.

While this column has previously detailed the 1987 New Zealand Challenge, what hasn't been specifically acknowledged is Bowler's contribution to the campaign, specifically building the first 12m yachts in GRP/foam.

Since 1980, the International Yacht Racing Union (IYRU) had allowed 12m yachts to be built in aluminium, timber or GRP. A stumbling block for GRP was the requirement that a GRP 12m yacht must not have a more beneficial weight, or weight distribution, than one built from aluminium.

KZ5 being loaded for shipping to Perth 1986.

Several syndicates had investigated the use of GRP, and all had concluded that, due to Lloyds strict aluminium scantling specifications for 12m yachts, GRP construction would not provide advantages worth the trouble. This was based on the material moduli comparison that aluminium was stiffer than GRP.

Bowler was not convinced this assumption was valid, as the complex shape of a 12m yacht potentially made it stiffer. Additionally, a GRP 12m would require far less fairing, and thanks to the use of a mould, two identical boats could be built more quickly. Given Perth's boisterous conditions and the tight timeframe, these were significant advantages.

Bowler, with the support of the other designers, Farr, Ron Holland and the late Laurie Davidson, took on the responsibility to obtain Lloyds approval for a GRP 12m yacht.

"After talking to Lloyds, it became apparent to me that no one had ever done a weight calculation or weight distribution for aluminium construction, so we had to do that first."

This meant designing the lightest possible aluminium 12m yacht, gaining approval for that, redesigning it in GRP, then convincing Lloyds that the GRP version would have the same weight and weight distribution as the aluminium one.

Bowler received considerable help from Bill Green from Green Marine, plus Honey and Brian Jones from High Modulus.

"The more we looked at GRP, the more attractive it seemed. For instance, it would be fairer and, because of Lloyds' deck scantlings, very little extra reinforcing under the fittings."

The pressure was on. Bowler started the Lloyds process in March 1985, and after jumping through countless hoops, obtained Lloyds approval in September. The two identical 12m yachts, *KZ3* and *KZ5*, were built under full-time Lloyds supervision. Finished by December 1985 and transported to Perth weeks later, their first competitive outing was in Perth in February 1986, where both yachts made an immediate impression on the water.

As has been detailed in several previous columns, the third and final design, *KZ7*, also built under full-time Lloyds supervision, came within a whisker of beating Denis Conner's *Liberty* to win the Louis Vuitton Cup. Conner went on to win the 1987 AC itself. Although no one knew it at the time, the trio of New Zealand GRP 12m yachts marked the end of an era – every AC since then has been raced in yachts built in GRP/composite. BNZ

PHOTOS COURTESY Russ Bowler, Farr Yacht Design, Rob Tucker & the writer.

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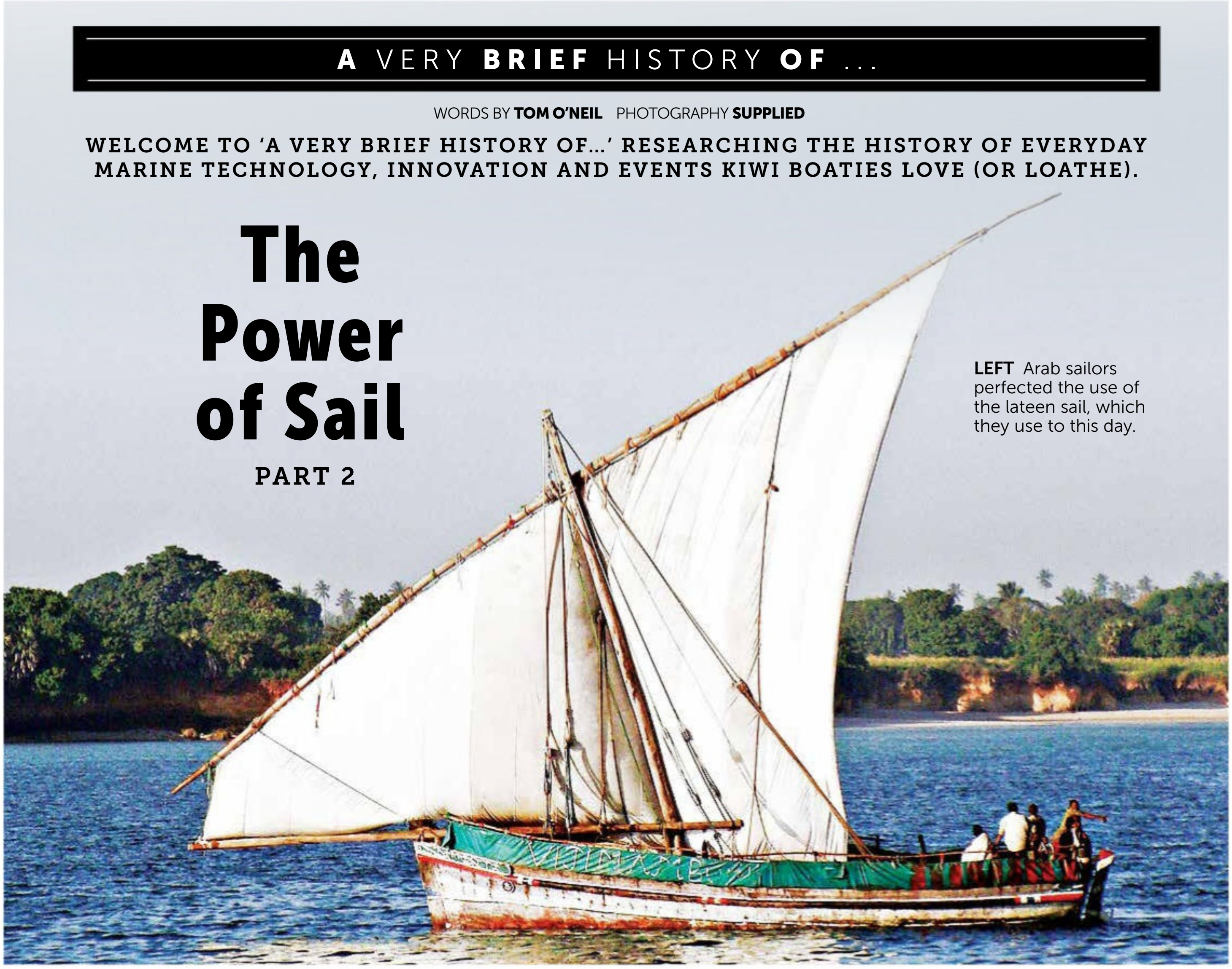
WELCOME TO 'A VERY BRIEF HISTORY OF...' RESEARCHING THE HISTORY OF EVERYDAY MARINE TECHNOLOGY, INNOVATION AND EVENTS KIWI BOATIES LOVE (OR LOATHE).

The Power of Sail

PART 2



LEFT Arab sailors perfected the use of the lateen sail, which they use to this day.

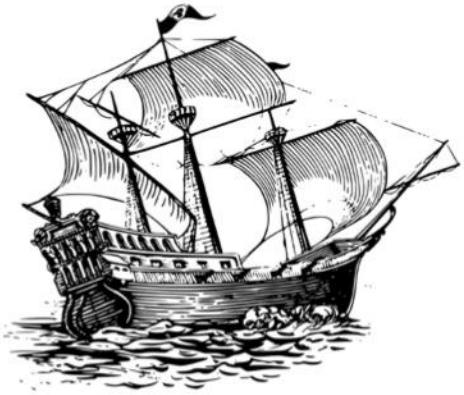
THE ARAB SAIL AND DHOW

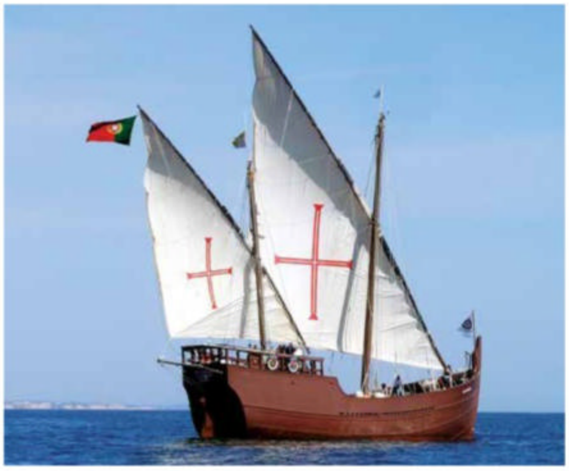
During the Islamic Golden Age (8th to 13th centuries), Arab sailors perfected the use of the lateen sail and rig on their dhows – slender, elegant vessels used extensively across the Indian Ocean and Arabian Sea. The triangular lateen sail could pivot and catch the wind from the side, creating a pressure differential that generated forward momentum, allowing the ship to sail at an angle into the wind.

With its unique set-up, the dhow could out-sail the square-rigged craft of the Mediterranean and better navigate contrary winds, making dhows ideal for monsoon-driven trade routes connecting Africa, the Middle East, India, and Southeast Asia.

Adapting their boats further with the stern-mounted rudder of the Chinese junks, Arab mariners also made significant contributions to nautical navigation, using astrolabes, compasses, and detailed nautical charts. All these marine innovations helped support the growth of Islamic maritime trade networks, as well as further popularising the ongoing use of the lateen (and settee-style) sail and rig.

BELOW Europeans adopted the lateen sail for galleons, caravels and other ships.





THE AGE OF DISCOVERY

The Age of Discovery, spanning the 15th to the 17th centuries, was an era of unprecedented global exploration that was fundamentally enabled by a major revolution in both maritime technology and sail design. These advancements transformed ships from vessels dependent on favourable winds, into versatile, ocean-crossing behemoths capable of navigating the globe's unpredictable wind patterns. The synthesis of two distinct sail types was the key that unlocked this new age of exploration.

The main innovation was combining both the square sail and the lateen sail on a single large ship. The square sail (a large, rectangular piece of canvas hung from a horizontal yardarm) was remarkably efficient for sailing with the wind at its back, acting as a broad, powerful scoop that captured the full force of a following breeze. This made it ideal for long, direct voyages, but its rigid design meant it was almost useless for sailing against the wind or for manoeuvring in tight spaces. A ship with only square sails was completely at the mercy of the prevailing currents and winds, making return voyages to Europe from Africa or the Americas a difficult feat.

ABOVE A galleon incorporating a lateen sail.

LEFT Lateen sails are versatile and efficient, for small craft also.

However, combining this with the lateen sail spawned the breakthrough to develop truly global seafaring vessels. This hybrid rig enabled ships to harness both downwind and crosswind forces, allowing navigators like Vasco da Gama, Christopher Columbus, and Ferdinand Magellan to travel vast distances with greater confidence and control.

The Portuguese caravel, a vessel that famously harnessed this design, was highly manoeuvrable and could navigate tricky coastal waters and sail against headwinds, making it the perfect ship for the initial exploratory voyages along the African coastline.

Combining the strengths of both sails led to the development of totally new boat designs – firstly the carrack and, later the galleon. These multi-masted vessels featured a combination of square sails on the foremast and mainmast for downwind speed and power, along with one or two lateen sails on the mizzenmast (the rearmost mast). This versatile rigging allowed ships to maintain high speeds on long ocean voyages while also providing the manoeuvrability needed to navigate unfamiliar harbours and coastal currents. It gave sailors the ability to return to port regardless of the direction of the wind, fundamentally changing the economics and practicality of long-distance exploration. This technological union was the single greatest factor that enabled the Age of Discovery to live up to its name, allowing a handful of nations to map, connect (and then colonise) the world.

Sailcloth materials also improved significantly during this era. Canvas made from hemp or flax became the preferred fabric, replacing earlier linen and cotton varieties for its durability and wind resistance.

NEXT MONTH: PART THREE The Golden Age of Sail: 17th to 19th centuries and on to today.

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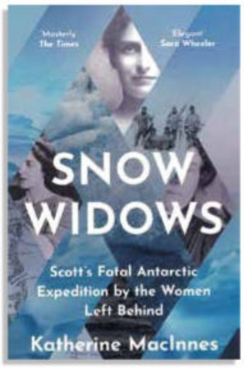
A selection of new titles recommended by *Boating NZ*

NEW BOOKS



SNOW WIDOWS

BY KATHERINE MACINNES,
WILLIAM COLLINS PUBLISHERS

IN THIS COMPLEMENTARY and necessary foil to the common viewpoints in the epics of Antarctic exploration, British author Katherine MacInnes offers the personal, intimate, contradictory and complicated stories of the women left behind by Robert Falcon Scott's ill-fated expedition to the South Pole, 1910-1913.

These women are all presented as figures of great interest and give us a unique perspective on the mores of the times. For example, Scott's own wife, Kathleen née Bruce, was an accomplished sculptor as well.

The book opens with an 'interview' with the preserved feminine figurehead of Scott's ship *Terra Nova* – ironic in that she was the only woman on the expedition.

The book, written in present tense for immediacy, includes many startling juxtapositions of text in passages like this:

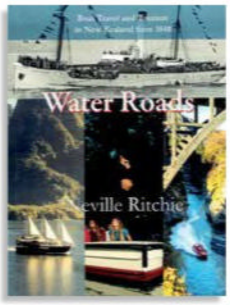
HILDA EVANS, CHRISTCHURCH

Hilda prefers town life, or at least, Christchurch society. In Christchurch, she is a 'somebody', her father is a wealthy and influential man…

12 NOVEMBER 1912, ROSS ICE SHELF

It is six o'clock in the morning when the glaciologist Charles Wright's sledge swerves sharply right – the Indian mules kick up a cloud of drift that powders the air…

All this is given added poignancy in that Peary's contemporaneous expeditions towards the North Pole, referenced in the opening quote to the book, relied on and exploited Inuit women to achieve their successes.



WATER ROADS
– BOAT TRAVEL AND TOURISM IN NEW ZEALAND FROM 1840

BY NEVILLE RITCHIE LAST SIDE PUBLISHING

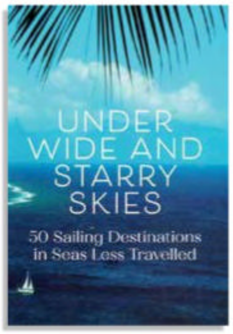
WE ALL HAVE feel-good childhood memories of a boat trip. Usually, to do with family holidays. They are the positive punctuation marks of our upbringing.

Neville Ritchie has found all these – well, the boats that carried us – and given due regard to their important part of New Zealand's and New Zealanders' heritage.

Jetboats, hydrofoils, hovercrafts, passenger ferry steamers, restored sailing scows – Neville has comprehensively listed them all, with each having a story of its own particular, and in many cases, peculiar working life. He was a long-time historian for the Department of Conservation (they have a heritage function too), and his interest in old boat travel was deepened by the many trips to historical sites – whaling and logging stations, remote mines in Fiordland, early settlements on Sub-Antarctic Islands – that were, and often still are, only accessible by boat.

This is living history – and boating history – at its finest. Passionately researched, authoritatively written, and carrying rare photographs, plus thousands of splendid memories too.

With photo spreads like this, what's not to like? A fulsome and rewarding repository of boating tales, perfect for any mariner's home or saloon library.


UNDER WIDE AND STARRY SKIES
50 Sailing Destinations in Seas Less Travelled

UNDER WIDE AND STARRY SKIES – 50 SAILING DESTINATIONS IN SEAS LESS TRAVELLED

BY NICHOLAS COGHLAN ADLARD COLES

DO YOU KNOW of the fine anchorages in the Fernando de Noronha Archipelago, off the northeastern tip of Brazil? Or the varied delights and challenges of Kabashima Island and the Goto Rego Archipelago in Japan? Or what it's like to sail at Alkwasir Island on the Blue Nile in Khartoum? Me neither.

And that's the great attraction of this wonderful sailing book. Which, even if you never actually visit these places, as author Nicholas Coghlan did in a succession of 27-foot (!) yachts, will stand as a remarkable work offering vicarious travel. Complete with many oddities – like the golf course on a remote island's airport runway.

It's a colourful and inspirational book. Practical too, with each destination ending with pages titled IF YOU GO, containing all the really useful, real-world gen, such as Entry Formalities, Getting there, Distances, Weather, Anchorages, Charts, Reference, and general knowledge too. Great photos and colourful maps (but not nautical charts) included as well.

As Nicholas says in the introduction, "If you own a sailing boat, no matter how small or unsuitable, chances are that you've wondered what it would be like to throw in your job, cast off, and sail over the horizon."

And even if he admits, "The selections made – after 70,000 miles of cruising with my partner Jenny… are highly personal," they all amount to a superlative travelogue. And one well worth tagging along with them. Go for it.

Our regular reviewer, celebrated writer and author Alex Stone, with a selection of interesting, nautical-themed books to enjoy on the boat, in the caravan, beach house, or in the comfort of your home this spring.

boat books
NEW ZEALAND'S PREMIER BOATING BOOKSHOP

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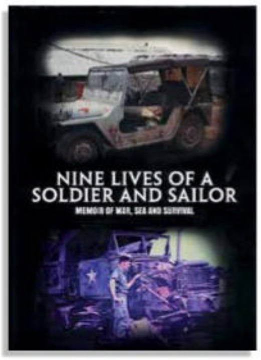

NINE LIVES OF A SOLDIER AND SAILOR
MEMOIR OF WAR, SEA AND SURVIVAL

NINE LIVES OF A SOLDIER AND SAILOR

BY KELVIN DAVIS
IMRI PUBLISHING

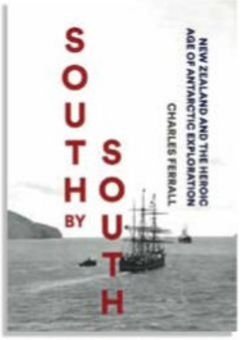
A REMINDER THAT we have heroes among us, living remarkable lives, and with extraordinary stories to tell. And a reminder, too that they often come from humble origins. Like being a simple farm boy at Omokoroa: "We travelled to school either on horseback or cadged a ride on the local cream truck as it went about the district…Dad sold the farm at the end of 1951 for 7,000 pounds…."

Kelvin Davies (not the politician) is a former Medical Chief Petty Officer and Navy Ships Diver with the New Zealand Navy. He served in the Vietnam War and recounts the bonds made under duress with American servicemen – and broken when they died. With his camera, he also bears unflinching witness to the horrors of war. His subsequent commercial diving career is equally intriguing. Consider a sub-chapter headed 'Diving Hastings Sewer.' We'll leave it to you to read the details.

Told in a direct, matter-of-fact and unassuming style, this is still a gripping yarn. We could all learn a few things from Kelvin Davis.

SOUTH BY SOUTH

BY CHARLES FERRALL
TE HERENGA WAKA VICTORIA UNIVERSITY PRESS


SOUTH BY SOUTH
NEW ZEALAND AND THE HEROIC AGE OF ANTARCTIC EXPLORATION
CHARLES FERRALL

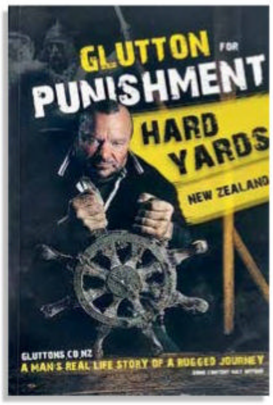
ON THE BANKS PENINSULA in Lyttelton, there's a bronze statue of a husky in the main street; in Akaroa, a bust of Antarctic explorer Frank Worsley (Shackleton's helmsman of the *James Caird*). They both have shiny noses from many affectionate touches.

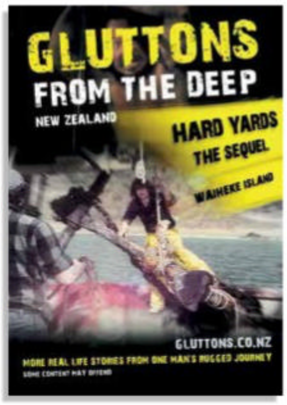
South by South, this book by Charles Ferrall, comprises an equally respectful but way more in-depth appreciation of this country's contribution to the heroic age of Antarctic exploration. The book's unique perspective is that it is told mostly through the eyes (and correspondence) of prominent New Zealanders who "forged deep connections with Antarctic explorers" – Joseph Kinsey, Charles Bowen and Leonard Tripp.

As a professor at Victoria University, Wellington, Ferrall's text skillfully weaves the links between New Zealand's Antarctic experience and the international literature on this enduringly fascinating subject.

Rebecca Priestly, author of *Fifteen Million Years in Antarctica* says, "This book brings to life the story of Christchurch, Lyttelton in a way not done before. And Charlie's literary focus allows him to see things that others might not have noticed in these sources."

The book contains many fine and seldom-seen photographs too.


GLUTTON FOR PUNISHMENT
HARD YARDS
NEW ZEALAND
GLUTTONS.CO.NZ
A MAN'S REAL LIFE STORY OF A RUGGED JOURNEY


GLUTTONS FROM THE DEEP
NEW ZEALAND
HARD YARDS
THE SEQUEL
WAIHEKE ISLAND
GLUTTONS.CO.NZ
MORE REAL LIFE STORIES FROM ONE MAN'S RUGGED JOURNEY

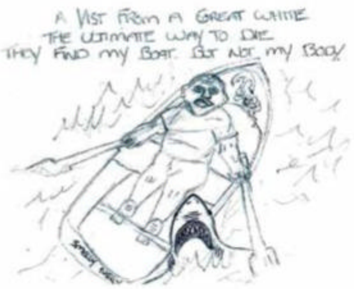
GLUTTON FOR PUNISHMENT – HARD YARDS NEW ZEALAND AND *GLUTTON FROM THE DEEP – HARD YARDS THE SEQUEL WAIHEKE ISLAND*

BY ROGER REARDON, SELF-PUBLISHED
(AVAILABLE ON AMAZON OR FROM WWW.FACEBOOK.COM/GLUTTONSNZ)

HARD CASE ECCENTRICS are becoming a rare breed. We need to honour them more, I reckon. They must not fade away.

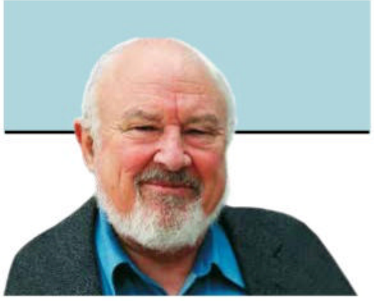
Roger Reardon obliges by telling his own story in two no-bull installments. Coverline on both books – "A man's real-life story of a rugged journey. Some content may offend."

He's a living legend on Waiheke Island and the founder and chief grunter of the Gluttons, a group of non-compromising blokes, aka the 'Human Earth Movers.'


A VIST FROM A GREAT WHITE
THE ULTIMATE WAY TO DIE
THEY FIND MY BOAT BUT NOT MY BODY

His boating exploits are many and varied – and rugged, of course. From deep sea fishing to recovering anchors from wrecks; memorable gigs of all kinds; and rowing his clunky dinghy *Smelly Nelly* from Waiheke to Mayor Island (well, sort of; there's a shipwreck involved), they are all well worth sharing. Home truths aplenty – and about himself.

He's a hard rock muso too – see his catalogue on Facebook. The books are illustrated with scary photos and Roger's own drawings, like this. Cool, eh? Or should I say rugged?

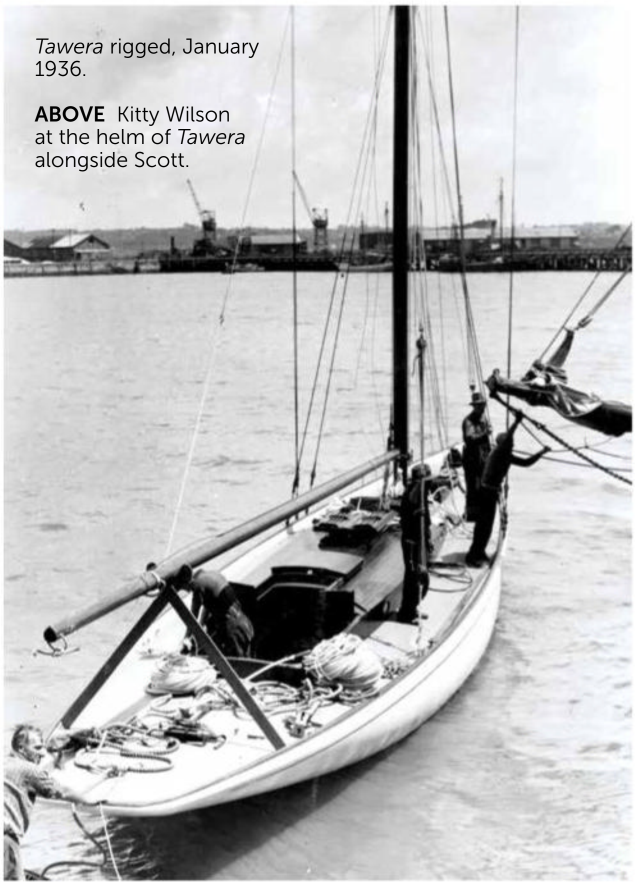


VINTAGEVIEW

with HAROLD KIDD

The second *Tawera*, 1935

During the winter of 1935, Scott Wilson engaged Arch Logan to design the largest racing/cruising yacht launched in Auckland since Logan Bros' *Ariki* of 1904. Colin Wild was the chosen builder. The Great Depression still had its claws into the country. The November election was about to sweep the Labour Party to power with its reforms that chased 'Old Man Depression' away.



Tawera rigged, January 1936.

ABOVE Kitty Wilson at the helm of *Tawera* alongside Scott.

Tawera was the latest in a succession of top-line yachts and motor launches ordered by the wider Wilson family during the depths of the Depression. They clearly had a coordinated plan to rescue the Auckland boatbuilding industry in order to keep alive the skills and continue the traditions that had made Auckland famous from the early 1890s.

The *New Zealand Herald* Wilson family was convoluted with several branches with several shared Christian names. The founder of the newspaper, William Chisholm Wilson was born in the Highlands of Scotland in 1810. He served his time as a printer, married Margaret Liston in 1832 and emigrated to Tasmania where his three children were born. In 1841 the family shifted to Auckland where William immediately became involved in the newspaper business.

William and Helen's elder son William Scott Wilson (the first) had five children. The second son was William (Willie) Robert Wilson whose second and third children were Robert (Bob) Ballard Wilson (born 1900) and Stuart Scott Wilson (called Stuart or "S.S." by the family) (born 1906).

William Scott Wilson's third son was Frederick Walter Wilson (Fred) who had one son William Scott Wilson (called Scott) born in 1907. Willie and Fred were very close as brothers. Together they owned the Logan yachts *Isca* (1888), *Moana I* (1890), *Moana II* (1895) while Willie owned *Queenie* in 1912 and *Ariki* in 1919 until he passed her on to his sons Bob and Stuart in 1927.

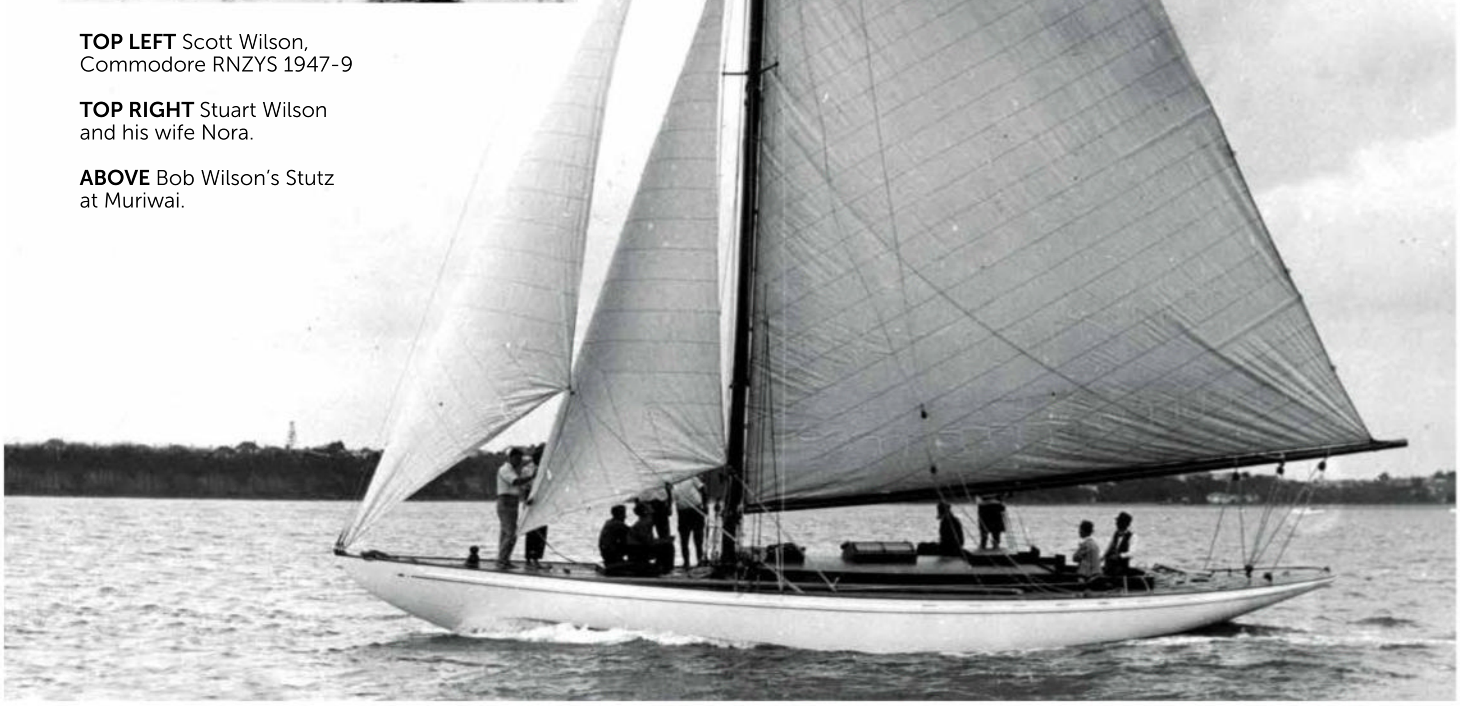
All the Wilson male cousins worked for the *New Zealand*

TOP LEFT Scott Wilson, Commodore RNZYS 1947-9

TOP RIGHT Stuart Wilson and his wife Nora.

ABOVE Bob Wilson's Stutz at Muriwai.

ABOVE Bob Wilson at the wheel of his Stutz.

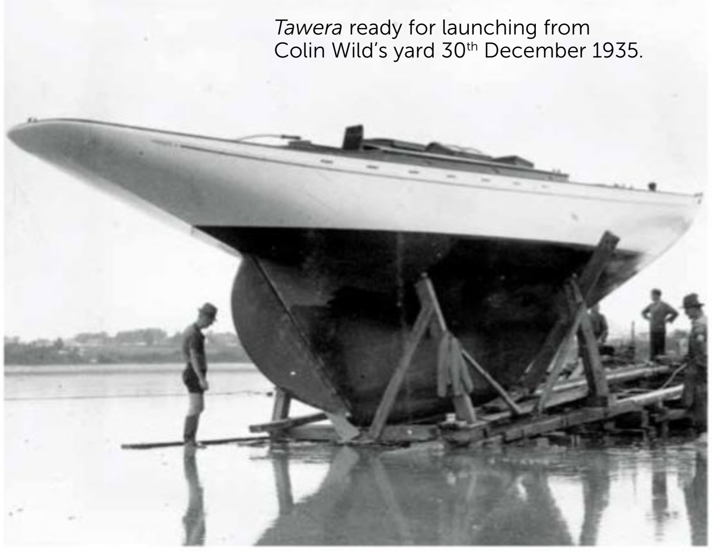


BELOW *Tawera* stretching her sails, January 1936.

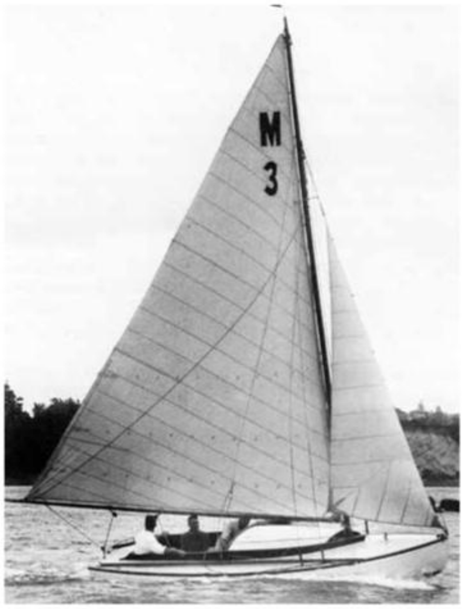
Herald. After leaving school Bob and Stuart were in administration while Scott finished up running the *Herald*'s commercial printing operation. They all had sizeable incomes for the time, and most were very keen yachtsmen. Bob and Stuart lived with their parents, Willie and Lucinda Wilson at St Leonard's, a large clifftop property in Lake Road, Takapuna, that encompassed what is now the Wilson Home and the grounds of Takapuna Grammar School and Belmont Intermediate School.

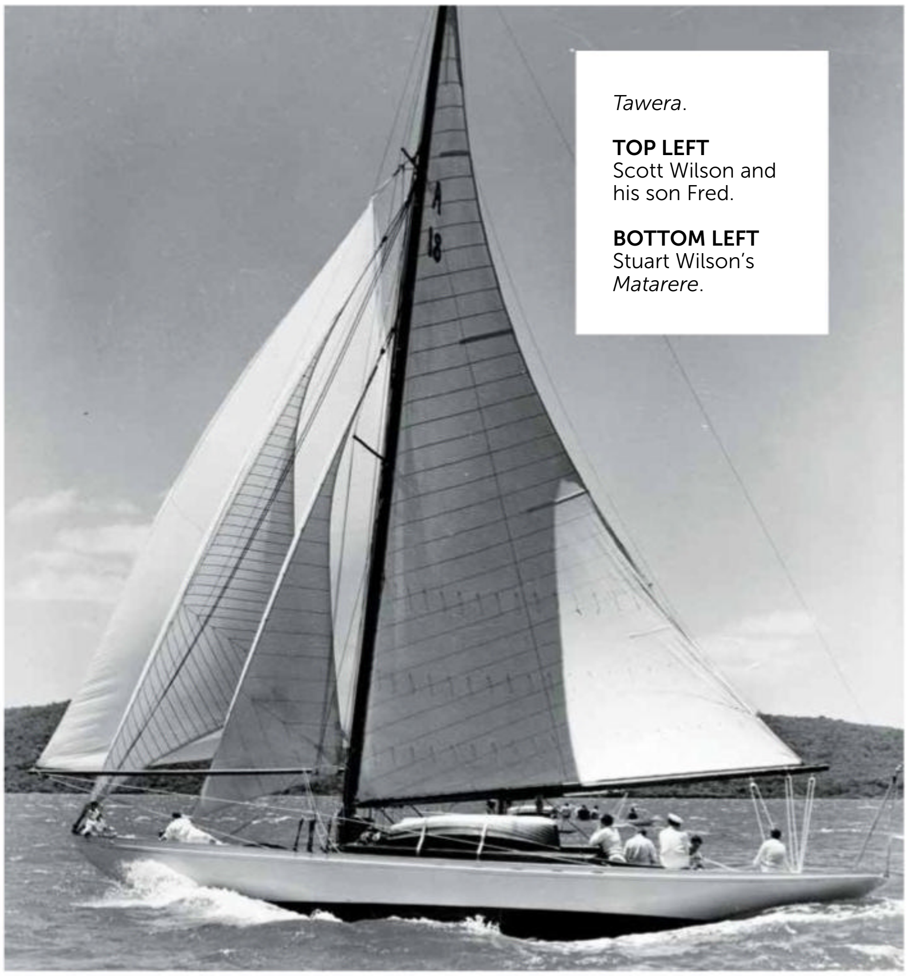
Scott's parents, Fred and Olive (née Wiseman), lived in Mountain Road Epsom but had summer residences on Waiheke and in Clifton Road Takapuna, a few hundred yards from St Leonard's. The cousins, three boys and four girls, all much of an age, spent a lot of time together.

In the winter of 1922, the two cousins Stuart and Scott were approaching their late teenage years. Their fathers, Willie and Fred respectively, decided to employ their old friend Arch Logan



Tawera ready for launching from Colin Wild's yard 30th December 1935.





Tawera.

TOP LEFT
Scott Wilson and his son Fred.

BOTTOM LEFT
Stuart Wilson's *Matarere*.

to design and build an identical pair of clinker centreboard racing yachts for their lads. The inspiration was the 18ft 6in restricted patiki class of the Parnell Sailing Club that had started with a couple of Logan-built yachts in 1898, owned by Willie Wilson and his cousin Roy.

The twin 1922 boats were bermudan-rigged stemhead sloops and utterly beautiful in every way. They were slightly shorter at 18ft than the old patiki class. These two yachts were the precursors of a vigorous class adopted by the Squadron, known as the 18ft Patiki M Class, and followed the Jellicoe class (X Class) 14-footers which preceded them by a couple of years.

The two boats were built side by side in Arch Logan's shed in Ngataringa Bay. Scott's boat was christened *Mawhiti* and was issued with the sail number M1. Stuart's boat was *Matarere* and got M3 to echo the sail number of his father Willie's yacht *Ariki*, A3, under Auckland's newly introduced alpha-numerical sail number system. Initially they raced against the new breed of V Class square and round-bilged 18-footers but, as the M Class took on, some exciting racing developed, especially after Arch built *Maroro* for Willie in 1924 and *Manene* for Stuart's brother Bob in 1925.

Scott's *Mawhit*i had the best of the early encounters but *Matarere*, sometimes sailed by Arch or his son Doug, became dominant. Stuart sold *Matarere* in 1926 and took over *Manene* from his brother Bob who was then heavily involved in motor racing.

Bob had become dominant in beach racing at Muriwai. Starting in 1925 he raced a Jewett but then bought the bright yellow Stutz that had raced at Indianapolis in 1915 but had not shown up well in recent races in this country. After a great deal of re-engineering Bob got the 5½-litre four-cylinder car into great form and won the New Zealand Motor Championship in three straight years, 1926-7-8, winning the cup outright. In 1929 he took the Australasian Beach Championship with the Stutz.

Back to boats. Scott kept *Mawhiti* competitive until he sold her to Ray Thorpe in the winter of 1935 as soon as he had *Tawera* under construction at Colin Wild's yard. Scott intended *Tawera* as a cruiser as well as a handy harbour racer. She was Arch Logan's last design for the Wilsons. In typical Logan fashion her hull was three-skin diagonal built in kauri with full-length planks on the outer longitudinal skin, and to 'Logan quality'. Arch lived just a few yards above Colin Wild's yard in Ngataringa Bay, so he kept a close eye on progress. Being built alongside *Tawera* was the splendid 40ft motor cruiser *Lady Gay* for Scott's uncle, Joseph McCartney Wilson which was launched six weeks before *Tawera*.

Colin Wild launched *Tawera* on December 30, 1935. Ngataringa Bay is shallow at that point so Wild had to depend on the higher tides for launching. The *New Zealand Herald* reported,

"FINE ADDITION TO FLEET

A fine addition to the Waitemata's fleet of keel yachts, the new A class boat *Tawera*, was launched from the yards of Mr. C. Wild at Ngataringa Bay late last night. Planned by the well-known designer Mr. A. Logan, for Mr. Scott Wilson, the craft incorporates many modern features in both her construction and rig.

With high water shortly after 11 p.m., the yacht was taken down the beach during the day and floated from her cradle with the rising tide. The *Tawera* will be one of the largest of the racing yachts. She has an overall length of 50ft, waterline length 33ft, 10ft. 6in. beam, and 6ft.10in. draught."

Tawera had her trial spin on January 16, 1936. Her first race was at the Auckland Anniversary Regatta on January 30, when she came in second from *Iorangi*, with *Rawene* third in a drifting match. Two days later, in a rising blow in the RNZYS Macky Memorial Trophy race it was *Iorangi* 1, *Rawene* 2 and *Tawera* 3. There was a comment that she showed herself to be tender.

The rest of her season was filled with harbour races, the Kawau weekend race when Mrs Scott Wilson helmed her in the Ladies' Race plus a spot of cruising, where Scott's heart really lay. *Tawera* was well exercised until war came with Squadron racing, cruising, scratch in the Tauranga race in December 1937 (third on handicap). From her launching, Scott kept a fully written up log which still exists. It is in several well-bound volumes, a treasure of Auckland's yachting history.

War was declared on September 1, 1939. Scott volunteered for service with the Royal New Zealand Volunteer Reserve (RNZVR) and was commissioned as a Sub-Lieutenant. The log records this on Sunday April 7, 1940;

"After all the crew had had an extended swim, breakfast was put on. Most of the morning was spent rowing around Matiatia. About midday a start was made for home and after a very pleasant sail with a nice full sail breeze from the S.W. we arrived back in good time. The remainder of the afternoon was spent taking sails and gear ashore as this was our last weekend of the season and probably for a very long time."

It was a long time. Scott was posted to Singapore. When that city fell to the Japanese nearly two years later Scott spent the rest of the war serving in England. *Tawera* spent the war years mothballed on the hard. On 20th December 1945 her winter cover was taken off and she was relaunched after 5½ years idle on the hard. She was towed alongside Princes Wharf where her mast was stepped, she was rerigged then towed to new moorings in Hobson's Bay. On December 31, 1945 she had her first sail since April 1940 in a strong SW to Day's Bay.

Scott Wilson with *Mawhiti* and picnic party at Motuihe c1924.

Scott campaigned *Tawera* in many races for many years, but cruising was his love. He was a good cook and delighted in catering for his crews. He became Commodore of the New Zealand Yacht Squadron 1947-9. In 1957 he fitted a Gray auxiliary into *Tawera* to make handling easier, particularly when his wife Kitty and their three children were aboard. Scott kept *Tawera* until 1974 when he retired.

Later owners included Russell Brighouse, who made some alterations including opening up the cockpit, installing wheel steering and fitting teak decks, Australian vintage enthusiast Phil Dickinson who commissioned Sydney yacht designer David Payne to redesign her rig and finally Mike Mahoney of Auckland who cherishes her and keeps her in the most splendid order. BNZ

NEXT MONTH Next month there will be a rattling good yarn about the match race between the launches *Eliza* and *Seabird* to Russell and back in 1908.

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Fidelis

VICSAIL

CLASSIC 61′ RACER CRUISER

There are many stories about Trans-Tasman rivalry in all fields of sport. From netball to rugby, from yachting to cricket. The history of the sailing yacht *Fidelis* could only be described as a celebration of her trans-Tasman story. Over a period of 61 years, this yacht has forged a history and an impressive list of achievements in both countries and has made the voyage across the Tasman Sea more than 15 times.

Fidelis is ready for a new chapter, and the current owner has the wish that she return to her country of birth to again be a commanding presence on the waters of Waitemata Harbour.

The distinctive lines of *Fidelis* date from the 1930s and are typical of the Scandinavian designs of that time, all featuring a long, easily driven hull, moderate beam, a smooth underbody, and acres of sail. A true Metre-style DNA – in fact, a $75m^2$. The actual design credit goes to the original owner, Vic Speight, but with more than a ‘nod’ of reference to the designs of Knud Reimers and the lines offered by Uffa Fox in his book *Sail and Power*.

At 61 feet (18.6m) in length, she was an impressive build. The hull was constructed by Lidgards in Auckland and completed in 1964. There is little doubt that Vic Speight was fixated on joining a good number of

TOP *Fidelis* on Sydney Harbour. *Photo: Andrea Francolini*. **ABOVE** *Fidelis* has been maintained in tip-top condition. **RIGHT** *Fidelis* racing at a Classic Yacht Association of New Zealand regatta.

Heading for victory in 1966. *Photo National Museum of Australia*. Jim Davern and his crew in Hobart 1966.

boats universally known as the 'Ranger Beaters'. A series of differing designs and builds, all hoping to take on and beat the amazing A-class racer *Ranger*. The interesting synergy in all these boats is that they were not primarily built as Ocean racers, but for the fiercely competitive sailing of the Hauraki Gulf.

How was it that such a design could sail so very well in the teeth of a stormy Tasman Sea gale? It was the second owner of *Fidelis* who took her to legendary offshore status. The moulded kauri construction was strong and tight and very fast. With good advice and strategic changes to rudder and mast, James Davern and his crew developed *Fidelis* into a world-class ocean racing yacht. *Fidelis* became the very first New Zealand yacht to win line honours in the prestigious Sydney to Hobart Yacht Race of 1966.

They say we never quite own a boat such as *Fidelis*; we are merely custodians. It is now time for her to once more return to New Zealand. As a cruising boat she is considered moderate, well behaved, and very easy to handle. As a racing yacht she is even better.

Fidelis

CLASSIC 61′ RACER CRUISER

type Fast fractional cutter-rigged sloop
year 1964, Auckland, NZ
length 18.54m
beam 2.96m
draft 2.55m
displacement 15,000kg
designer Knud Reimers/Vic Speight
builder Lidgard Bros, New Zealand
location Sydney Harbour RANSA

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LETTERS TO THE EDITOR

Boating NZ magazine welcomes letters to the editor. Email editor@boatingnz.co.nz

BOATBRIEF

Galvanic corrosion

If you don't understand the title, that is probably because many people incorrectly call it "electrolysis," which is a different thing

BEWARE ZINC

DEAR EDITOR

With respect to the article in September's *Boating NZ* on Galvanic Corrosion, I would strongly suggest owners of WOODEN boats do not follow this advice.

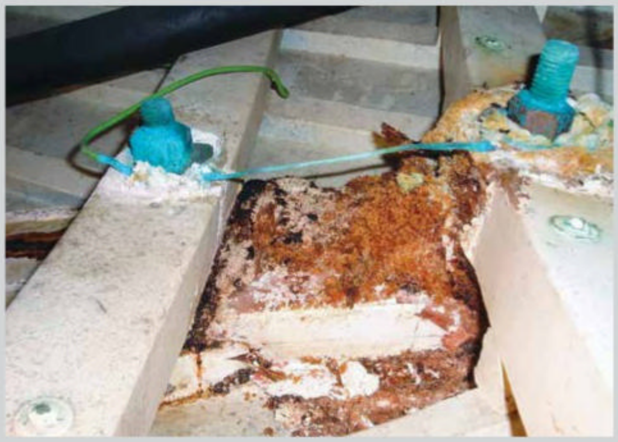
Installing zinc anodes and bonding all metal parts to the zinc can cause significant damage to timber adjacent to any of these fittings. Effectively, the potential (voltage) generated by the zinc will cause an alkali solution to form around these fittings, and this will eventually break down the structure of the timber.

Sadly, a large portion of our wooden boat fleet has suffered this fate with expensive repairs to keel floors, shaft logs, and timber around bronze skin fittings.

The article referenced below by iconic New Zealand boatbuilder, Chris Mc Mullen, should be compulsory reading for all wooden boat owners, as the topic is discussed in depth.

https://waitematawoodys.com/2017/12/30/electro-chemical-damage-in-wooden-boats-update-revisited/

Colin Pawson
By email



An example of the sort of damage bonding can do to wooden boats.

HOW MUCH IS IT?

DEAR EDITOR

Great magazine you've got – I'm always subscribed to it.

However, there's been something that's been really frustrating me for a long time, to the point where I'm now writing an email. Those extremely informative, professional boat reviews you do – the manufacturer doesn't want to say how much it costs. Often they will say packages start from, or POA.

I totally understand that the prices can vary massively as you spec a new boat up. I've done this several times. But there will be a base price, and you should force manufacturers to tell you! If the manufacturer isn't happy to share this information, then, frankly, they don't deserve the publicity you are giving them.

You and I both know once a reader has read one of your boat reviews, the first thing they do is want to know the price of said boat. (I'm speaking for myself here, but I know others feel the same.)

Please work on this – it's really poor. Other than that, keep up the good work.

Thanks,

John,
By email

Thanks John. I completely understand and share your frustration, but the truth is many manufacturers are not comfortable publishing a price, especially when the boat is loaded with equipment and features, as is often the case with boat reviews.

Their argument goes something like this: "We'd rather have the opportunity to engage with a customer, so we can discuss their needs and their budget, rather than having price as a starting point."

It has also been pointed out, particularly for imported models, that identical boats may vary widely in price depending on the exchange rate and many other factors. Magazines also hang around a long time, so someone reading a review even just a year after it was published is unlikely to be able to purchase the same boat for the listed price today. Many dealers/boatbuilders tell us they prefer not to be drawn into price comparison discussions with customers because pricing pressures change constantly and every boat is different.

However, I agree with you that it is reasonable for us to ask for a "Packages from" price. Hopefully, most new boat suppliers will comply.

Editor

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SARGO 33

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- Two cabin layout
- Overall Length: 10.99m

SARGO 36 Explorer

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- Two bathrooms
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Immaculate example offering exceptional value for a vessel this size. Beautifully finished with Category-A Seakeeping. Available to view at Westhaven, Auckland.

- Length overall: 13.2m
- Beam: 4.00m
- Interior Layout: Galley-Down
- Cabins: 2
- Bathrooms: 2
- Engines: Twin Yanmar 370hp V8
- CE Category A (Ocean) Rating

Sasga Menorquin 54HT

This vessel offers the perfect blend of relaxing cruising, economy, luxury, and seakeeping. Boasting a full-beam master cabin.

- Twin Volvo Penta D6-480
- Interior Layout: Galley-Up
- Full-beam Master Cabin
- 3 Cabins / 3 bathrooms
- Length overall: 17.15m
- Beam: 5.00m
- Cruising Speed: 16 Knots

Sasga Menorquin 55FB

Available for immediate handover.

- Twin Volvo Penta D6-480
- Galley-Aft Layout
- Full-beam Master Cabin
- 3 cabins / 3 bathrooms
- Length overall: 17.15m
- Beam: 5.00m
- Cruising Speed: 16 Knots
- CE Category A (Ocean) Rating

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pinnacle
MARINE

2019 Azimut 55 Flybridge

Length: 16.08m
Cabins: 3 + 1 crew
Engine: 2 x 800hp MAN – Shafts

'Voltaire' has been meticulously maintained, and has recently undergone a full cut and polish, ensuring it remains in top condition. Originally sold new by Pinnacle Marine, it boasts low engine hours as in as new condition throughout.
The spacious open-plan main deck is perfect for entertaining. Below deck, you'll find three well-appointed cabins, including: Full-beam master suite Forward VIP cabin Twin guest cabin Additionally, there's an option for crew accommodation or an extra guest.

NZ$1,950,000 inc

2020 Azimut 60 Flybridge

Length: 18.25m
Cabins: 3 + 1 crew
Engines: 2 x Volvo 900hp – Shafts

With just one owner, 'Hakuna Matata' has been a fantastic motor yacht for its current owner, but now must make way for a larger Azimut.
The Azimut 60 accommodates up to six guests in three opulent cabins, including a full-beam master suite, plus a crew cabin. Large panoramic windows flood the salon with natural light, enhancing its open, modern layout. On the flybridge, guests can relax with ample seating, a sunbathing area, and an optional wet bar. Powered by twin Volvo D13 engines, it offers a cruising speed of around 26 knots and a top speed of 31 knots.

NZ$3,200,000 inc

2025 Azimut Magellano 25 Metri

Length: 25.22m
Cabins: 4 + 2 crew
Engines: 2 x 1400hp MAN – Shafts

A unique opportunity with this 2024 build / 2025 model Azimut Magellano 25 Metre available immediately for purchase. The boat has had just two weeks use in the Mediterranean by its owner and is now located in Marina Varazze (Italy) and available immediately. The boat comes with an unused Williams Jet Tender / full galley equipment / APR linen / Life Jackets / tools / cleaning equipment, in brand new condition.

€5,200,000

2007 Nordhavn 78

Length: 23.7m
Cabins: 4 + crew
Engines: 2 x MTU/Detroit Series 60 400hp – Shafts

The ultimate explorer yacht. This version, built by Pacific Asian Enterprises in 2007 and is powered by twin MTU/Detroit Series 60 400hp engines and offers a cruising speed of 9 knots and a maximum speed of 12 knots, with a range exceeding 2,800 nautical miles at 7 knots. 'Reliance' accommodates up to 8 guests in a master suite on the main deck and three double guest cabins on the lower deck, along with crew quarters. The interior features high-end amenities, including a Miele induction stove, washer/dryer, and Sonos sound system. For outdoor relaxation, the flybridge is equipped with a Jacuzzi, wet bar, and barbecue.

NZ$4,200,450

2019 Elan Impression 45

Length: 13.59m
Cabins: 3
Engine: Yanmar 57hp Sail Drive

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2021 Elan Impression 50.1

Length: 15.18m
Cabins: 3
Engine: Yanmar 80hp - Sail Drive

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BAVARIA C42 – 2021. This would have to be one of the best buys on the market. New Zealand new with only 250 hours on Yanmar 57hp. Full electric winches, bow thruster, furling sails. Three cabin layout. New buyers must inspect.
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BAVARIA VIRTESS 420 – 2022. *W* has only 35 hours on her twin 380hp Volvo diesels. Bavaria Yachts most successful model due to its design. 3 private cabins, two heads, twin helm stations and the cockpit with the movable furniture to accomodate fishing or diving. Comfortable, sea kindly and stylish. A unique opportunity to purchase a high quality as-new vessel. Yes only 35 hours!
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BAVARIA S36 – 2017. Impressive example with single 370p Volvo with 550 hours. Bowthruster, two great staterooms. Good sea boat with fantastic accommodation and comfort.
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NAUTITECH OPEN 40 – 2018. This is a New Zealand new, one owner 4 cabin layout performance cruising cat commissioned by Busfield Marine. Never been offshore and only 340 hours on motors, so presents near new. Attractively priced at **$625,000.**

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ALASKA 45 – 2007. Commissioned new in New Zealand, three private cabins, wide walk around decks, with a spacious saloon. She has a classic teak interior, not seen on modern boats. Powered by twin Cummins 425hp on shaft offering economical comfortable cruising. **$495,000.**

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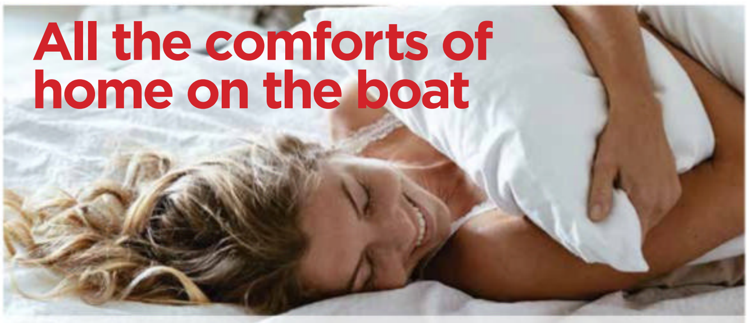

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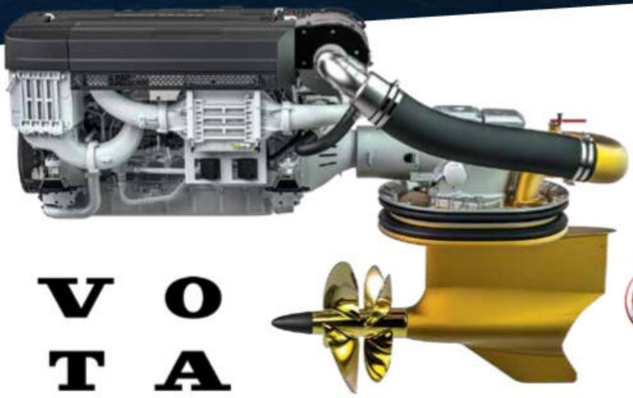

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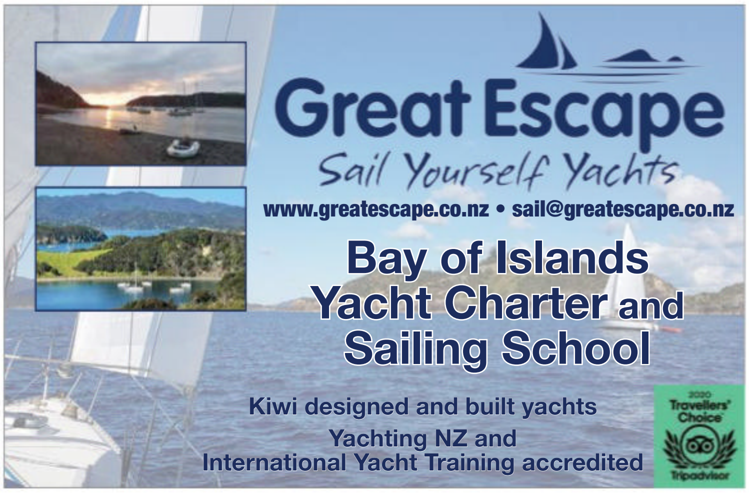

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